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# Welcome



A wise man once told me if you're seeking to purchase your first classic 911, look no further than the SC. There are many reasons for this: chiefly, it's the last Neunelfer era not to utilise an on-board computer, making any spanner work relatively simple; as experts have previously commented, the SC was the car that cemented the 911's reputation as being mechanically robust in the first place. Aesthetically speaking, its G-series lines represent what is a quintessential 911 silhouette for many, and it's also one of the cheapest air-cooled 911s you can buy – a mantra that remains true to this day.

So why has the SC been so cheap to buy in recent times, compared with other 911 models? Perhaps it's because of the car's headline power figures, the 180bhp of early examples falling short of the 200bhp 3.0-litre Carrera preceding it and even the

210bhp 2.7-litre Carrera before that. However, power figures only tell half the story, and as many an owner will have likely pointed out over the years, the SC's maximum torque is actually second only to the 3.2 Carrera in the realms of G-series supremacy.

Whatever the reason, it only points to the fact the SC remains a severely underrated classic 911. Sure, their price point historically means plenty have a questionable past: some SCs have been backdated (or even forward-dated to 964s when that was the rage), some have different interiors or engines, and some have purely been neglected for years. Find a good example like the one on our cover though, and boy, are you in for a treat. As a robust, useable classic capable of rewarding handsomely on a spirited drive, few can do it quite like the SC – get one and you may well have bagged the keys to one of the last, best-kept secrets in the Porsche 911 stratosphere.

“Find a good SC example and boy, are you in for a treat”









# 1911 Opening Shot

Who says the SC is underpowered? Driver Johan Dirickx puts the Belga-liveried 1982 SC – once campaigned by Jean Pierre Gaban, and equipped with a near stock 930/10 flat-six – through its paces on track at Abbeville. Johan controls the SC's power slide admirably, the car's inner front wheel just about to lift.

Photograph by **Daniel Pullen**





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“At last, the  
SC's time is  
now”



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# Update

Latest news, key dates, star products & race results from the world of Porsche



## First 991.2 GT3 RS spy shots revealed

GT2 RS air ducts and Cup bumper for new Rennsport

With first deliveries of Porsche's new 991.2 GT3 rolling out to excited drivers, Porsche has wasted little time in hauling out an early 991.2 GT3 RS prototype for public testing for the first time.

Captured by our spies on roads close to the Nürburgring Nordschleife, this first test mule sports a revised front bumper closely resembling that seen on the latest GT3. This bumper is, of course, taken directly from the 2017MY 991 GT3 Cup cars. There's clear evidence of GT2 RS influence from the front of the car too, with two additional NACA cooling ducts on the hood

feeding air to the front brakes as we've seen in Porsche's new turbocharged RS.

Indeed, it is the front of this prototype which offers the most clues as to what the next GT3 RS will look like, for the rear currently remains aesthetically identical to the Gen1 Rennsport.

**Total 911** expects the 991.2 GT3 RS to pack around 520-540hp, up from the 500hp of the Gen1 – a figure that's recently been matched by the new 4.0-litre GT3. We also predict the new Rennsport to be PDK-only, in the wake of Andreas Preuninger's comments to us earlier this year: "For Porsche, RS means precision on track, and

a PDK gearbox matches this perfectly," he said. What could be new to the GT3 RS, though, is an optional Weissach package. Debuted on the 918 e-hybrid in 2013, Porsche brought the additional weight-saving program back for the 991 GT2 RS, and with early indications suggesting this will prove a popular option among GT2 RS owners, Porsche could well offer this for the GT3 RS. **Total 911** notes all 'Weissach Pack' changes to the GT2 RS's specification could feasibly be applicable to the naturally-aspirated GT3 RS, too. The new 991.2 GT3 RS is tipped to be revealed in either late 2017 or early 2018.

### Coffee-fuelled Porsche art

English artist Mark Morgan has made a range of his Porsche-specific artwork available for purchase on t-shirts, posters and prints. Fuelled by his love of Porsche, Mark's work was showcased at Luftgekühlt 4 and endorsed by Porsche works driver, Patrick Long. Mark's work is also available for commissions. Check out his website [triplespresso.co.uk](http://triplespresso.co.uk) for more information.



### More 992 Cabriolet spy pics arise

In a busy month for **Total 911**'s spies, the next-generation 911 Cabriolet has been spotted out in the wild again. Rumoured to be called the '992', the wide Cabriolet is sporting a new shape to its wing mirrors for the first time, with two exhausts placed a la the new 991 GT2 RS. **Total 911** previously showed you the full width rear light being trialled on 992 prototypes.







## New GT2 RS shines at Festival of Speed

Turbocharged Rennsport takes to 2017 Goodwood hillclimb

Porsche's new 991 GT2 RS made its world debut at the Goodwood Festival of Speed at the end of June. Initially unveiled at a bizarre private ceremony held away from the Festival at Goodwood Motor Circuit on the Friday, the GT2 RS was moved to the main show for the weekend. Porsche GT supremos Walter Röhrl and Andreas Preuninger then took turns tackling Lord

March's esteemed hillclimb in the new turbocharged Rennsport, with a further example taking centre stage at a static display over on the official Porsche stand.

The new GT2 RS proved to be one offering from a host of 991-generation cars on display at Goodwood, which included the new 610hp Turbo S Exclusive edition, as well as the 991.2 GT3 and

991 RSR race car. These modern Porsche icons were supported by a scintillating mix of elder Porsche race cars, including the 1998 Le Mans-winning GT1 and the revered 935 Moby Dick. The no.2 Porsche 919, triumphant at the 2017 Le Mans 24-Hours, also made an appearance at the Festival of Speed, its battle scars from La Sarthe still fresh on its bodywork.

### What's on in 2017

- Canford Classics open day  
**August 26**, Canford's 4th annual Classic Porsche Pull-In falls over the UK August bank holiday.
- Porsche Alpine Tours  
**24-27 August** Four-day driver's tour including the Stelvio Pass. For GT, RS and Turbo S owners only
- Classics at the Castle  
**3 September** The UK's best classic car show returns to Hedingham, Essex
- Goodwood Revival  
**8-10 September** Lord March's three-day festival celebrating the halcyon days of motor racing
- Frankfurt Motor Show  
**14-24 September** The 67th IAA in Frankfurt, where Porsche will reveal an all-new model



## RPM Special Projects expanded

New division of bespoke builds gathers momentum at specialist

RPM Technik, the Tring-based Porsche specialist, has announced it is expanding its Special Projects department. The expansion has seen an extension of the RPM premises, with a brand new building solely dedicated to custom builds. RPM says its builds can originate from an RPM sourced chassis, or a vehicle already owned by the customer. Technical Director Ollie Preston

explains: "There are a growing number of customers who want something really special. Clients are after bespoke, hand-built 911s and other classic models using the finest materials and components. If they can imagine it, we will build it. A separate premises next door to our main building allows us to concentrate on building these special vehicles for our customers."



## Porscheophiles gear up for Pebble Beach

Concours d'élégance and prestige auctions all part of Monterey Car Week

Porsche fans around the world will be heading to northern California in mid-August for Monterey Car Week, the highlight of which will be the 2017 Pebble Beach Concours d'élégance. Beginning on 11 August, a full-on week of automotive extravagance will see various static displays, plus more than 300 cars racing at Laguna Seca before the famous Concours d'élégance on the

final Sunday. The world's top auction houses will descend on Pebble Beach once again, with RM Sotheby's and Gooding & Co's sales taking place the weekend of 16 August. Gooding & Co's sale is the Porsche pick of the auctions with all three generations of 997 GT3 RS available in separate lots, as well as a **Total 911**-featured 964 RSR owned by Travis drummer Neil Primrose.





# CARS & COFFEE AT 911 RENNSPORT

Our latest cars & coffee event saw around 40 Porsche descend upon 911 Rennsport's idyllic premises

**T**otal 911's cars & coffee rocked up at the premises of 911 Rennsport last Sunday, 25th June, presenting an eclectic mix of 911 metal on display for the enthusiast to enjoy.

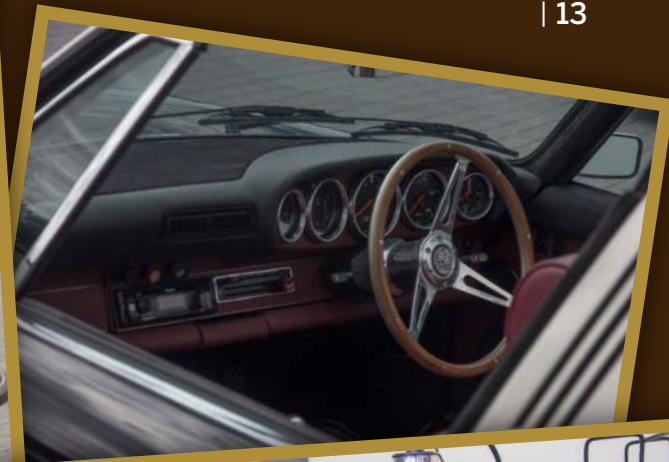
Set in the idyllic premises of 911 Rennsport's Moreton-in-Marsh base, the event was attended

by more than 40 Porsche 911s, ranging from early classics such as the 3.2 Carrera Clubsport right up to the latest examples of GT3 RS.

The cars & coffee morning, held from 8am to midday, gave attendees the chance to take a look behind the scenes at 911 Rennsport, with owners Paul and Keith Cockell happy to show enthusiasts around

some of the company's bespoke Porsche 911 builds. The laid-back event for enthusiasts with 911s of all ages was blessed by glorious sunshine, and **Total 911's** cameras were there to capture the stunning metal on display. Here's the best of our gallery for you to enjoy. If you missed this event, make sure you check [Total911.com](http://Total911.com) for updates on our next outing.







# Motorsport

The latest news and results from racing series around the globe



## Home race spawns best result yet for new mid-engined RSR

Porsche GT's new 911s clinch second and third at Nürburgring

Both Porsche factory GT cars enjoyed their best performance of the 2017 WEC season yet with a second and third place finish at the Nürburgring 6 Hours. The no.91 car of Richard Lietz and Frederic Makowiecki ran out in second place in what is a highly competitive GT field of 29 competitors in the World Endurance Championship. The no.92 sister car of Michael Christensen and Kevin Estré wound up third at the notorious venue, classed as a home race for the Stuttgart car maker.

Despite starting on pole for the six-hour sprint around the Nordschleife, Christensen couldn't manage to hold onto first place in the no.91 car during the race's opening corners, falling back to fourth after a braking error. Mackowiecki

meanwhile was competing at the very front of the field, having started from third, momentarily taking the lead before settling at second.

The first round of pitstops secured a return to the original qualifying order before the Ferrari 488 of Calado/Pier Guidi assumed an unassailable class lead. This meant both Porsche's factory 911s had to fight it out for second place, the no.91 car crossing the line first of the two in what was a surprisingly dry race at the Nordschleife.

Further Porsche 911 success at the Nürburgring was confirmed after Porsche Junior Matteo Cairoli steered the Dempsey Proton Racing customer 991 RSR to first place in the GTE-Am class.

## 919 e-hybrids dominate on the Nordschleife

One-two finish in WEC LMP1 category for Porsche

Porsche's LMP1 team followed on from its dramatic Le Mans success with a commanding one-two victory at the Nürburgring. After tasting victory at La Sarthe earlier in the campaign, the no.2 car of Timo Bernhard, Brendon Hartley and Earl Bamber climbed to the top step of the podium in Germany, with the sister car of Neel Jani, Andre Lotterer and Nick Tandy having to settle for second place after leading the race for long periods of time. The result leaves Bernhard, Hartley and Bamber 30 points clear of the nearest Toyota in the drivers' championship standings heading into the summer break. Porsche themselves are now 39.5 points ahead of their Japanese rivals, with the WEC campaign not scheduled to restart until the Mexico 6 Hours on September 3. This latest Nürburgring victory means Porsche has now enjoyed a straight hat-trick of wins at its home WEC race, winning outright in 2015, 2016 and now 2017.



## Porsche Junior takes maiden Supercup win

21-year-old Dennis Olsen takes checkered flag at Silverstone

Dennis Olsen, a Porsche Junior driver competing in his first full Supercup season, claimed a remarkable victory in round five at Silverstone. After taking second place in Friday practice, the Norwegian rookie stormed to pole after Saturday qualifying. Olsen put in an assured performance on Sunday's race to ensure he crossed the line in a deserved first place.

The battle for second proved more dramatic, veteran Supercup driver Michael Ammermüller taking the position on lap five, holding off Dylan Pereira. "I'm so incredibly happy to have won a Supercup race for the first time. It's definitely a very special day for my team boss Walter Lechner, because the first four places were locked out by four Lechner pilots," Olsen said after the race.

### Motor racing in 2017

#### August

IMSA SportsCar Championship round 8: Road America 4-6 Aug

Carrera Cup GB rounds 10+11: Knockhill 11-13 August

Porsche Supercup round 7+8: Spa-Francorchamps: Belgium 25-27 August

WEC 6 hours of Mexico: Mexico City 1-3 September





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Basalt Black with Stone Grey Leather,  
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**(997) "4S" 3.8 "Gen 2" PDK (11 - 2011)**  
Basalt Black with Black Leather,  
34k miles.....£55,000



**(997) "4S" 3.8 "Gen 2" Cab PDK (10 - 2010)**  
Silver with Black Leather,  
26k miles.....£52,000



**(997) "4S" 3.8 "Gen 2" PDK (59 - 2010)**  
Basalt Black with Black Leather,  
28k miles.....£51,000



**(997) "4S" 3.8 "Gen 2" Cab PDK (09 - 2009)**  
Atlas Grey with Black Leather,  
40k miles.....£49,000



**(997) "2S" 3.8 "Gen 2" (09 - 2009)**  
Silver with Black Leather,  
48k miles.....£43,000



**(997) Turbo 3.6 Tip (57 - 2007)**  
Basalt Black with Black Leather,  
43k miles.....£56,000



**(997) Turbo 3.6 (06 - 2006)**  
Cobalt Blue with Black Leather,  
54k miles.....£55,000



**(997) Turbo 3.6 Tip (06 - 2006)**  
Basalt Black with Black Leather,  
56k miles.....£52,000



**(997) Turbo 3.6 Tip (07 - 2007)**  
GT Silver with Black Leather,  
66k miles.....£48,000



**(997) "4S" 3.8 Cab (08 - 2008)**  
Basalt Black with Black Leather,  
34k miles.....£39,000



**(997) Targa "4S" 3.8 Tip (08 - 2008)**  
Midnight Blue with Black Leather,  
58k miles.....£38,000



**(997) "4S" 3.8 Tip (57 - 2007)**  
Basalt Black with Black Leather,  
47k miles.....£37,000



**(997) "4S" 3.8 Tip (07 - 2007)**  
Basalt Black with Black Leather,  
53k miles.....£36,000



**(997) "4S" 3.8 (56 - 2006)**  
GT Silver with Black Leather,  
59k miles.....£34,000



**(997) "4S" 3.8 Tip Cab (06 - 2006)**  
Lapis Blue with Grey Leather,  
64k miles.....£34,000



**(997) "4S" 3.8 Tip (56 - 2006)**  
Silver with Ocean Blue Leather,  
51k miles.....£34,000



**(997) "2S" 3.8 (08 - 2008)**  
Meteor Grey with Grey Leather,  
51k miles.....£34,000



**(997) "4S" 3.8 Tip (56 - 2006)**  
Silver with Black Leather,  
48k miles.....£34,000



**(997) "2S" 3.8 (06 - 2006)**  
Silver with Black Leather,  
39k miles.....£33,000



**(997) "2S" 3.8 Tip (57 - 2007)**  
Red with Black Leather,  
57k miles.....£33,000



**(997) "2S" 3.8 Tip (06 - 2006)**  
GT Silver with Black Leather,  
42k miles.....£32,000



**(997) "4S" 3.8 Tip (55 - 2005)**  
Basalt Black with Black Leather,  
59k miles.....£32,000



**(997) "4S" 3.8 Tip (55 - 2006)**  
Red with Black Leather,  
50k miles.....£32,000



**(997) "2S" 3.8 (05 - 2005)**  
Red with Red Leather,  
52k miles.....£30,000



**(996) Turbo 3.6 Tip (53 - 2003)**  
Silver with Black Leather,  
49k miles.....£45,000



**(996) Turbo 3.6 Tip (03 - 2003)**  
Basalt Black with Black Leather,  
71k miles.....£40,000



**Porsche Cayman "S" 3.4 PDK (63 - 2013)**  
White with Black Leather,  
29k miles.....£42,000



**Porsche Cayman "S" 3.4 PDK (63 - 2013)**  
Agate Grey with Black Leather,  
31k miles.....£42,000



**Porsche Macan 2.0 PDK (65 - 2016)**  
Basalt Black with Black Leather,  
13k miles.....£47,000



**Porsche Cayenne 3.0 Diesel Tip (15 - 2015)**  
Meteor Grey with Sand Leather,  
22k miles.....£48,000



**Porsche Cayenne 4.2 "S" Diesel Tip (62 - 2013)**  
White with Black Leather,  
32k miles.....£40,000



**Porsche Cayenne 3.0 Diesel Tip (61 - 2011)**  
Meteor Grey with Black Leather,  
35k miles.....£31,000



**Porsche Cayenne "GTS" 4.8 Tip (59 - 2009)**  
Basalt Black with Black Leather,  
60k miles.....£25,000



**Porsche Cayenne "GTS" 4.8 Tip (58 - 2008)**  
Basalt Black with Black Leather,  
58k miles.....£23,000

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# This month in history

A look back through the archives to important August milestones from the 911's past

## 1963

### First official 911 built

August was a frantic month for some at Zuffenhausen – Porsche had committed to exhibiting the second model in its history at the Frankfurt motor show. A decision taken a year before and announced soon afterwards underestimated how long development would take. Butzi's styling had long since been agreed, but arguments over the six-cylinder engine raged into 1962. Finally Formula 1 engineer Hans Mezger was redeployed to manage development, and with help from Ferdinand Piëch, he produced the famous air-cooled, dry sump flat six 901 engine. With seven main bearings, bar some camshaft lubrication problems, the engine would prove reliable from the outset, but it would not be ready by September. So, the fifth prototype 901 was fitted with a 1,600cc 356B unit. Despite corporate nervousness, the simple expedient of not allowing the hood to be opened saved embarrassment, and the intrigued reception from auto-journalists was all Zuffenhausen had hoped for given that series production was months away.



## 1989

### End of the 930

After a 14-year run, production of Porsche's legendary first Turbo ended. It was inevitable: the torsion bar chassis was already obsolete – the 964 used MacPherson struts and trailing arms at the rear, and for the 930, the top-of-the-range 911, still to be without ABS or power steering was an embarrassment. How long the single turbo unit could stave off European emissions regulations was another problem. Yet in its last season, the 930 was surprisingly popular, and the build rate of 12 to 15/a day, equal to 3,500/a year was as fast as Zuffenhausen had ever produced its Turbo model.

## 1990

### Zuffenhausen begins build of the Mercedes 500E

In the dark days of recession, to increase its income Porsche exploited to the full not only its engineering resources at Weissach, but also its underused production space. In March 1990, they signed a contract with Daimler Benz to build Mercedes' new executive 'hot rod', the 500E. Zuffenhausen assembled the bodies and dispatched them to Mercedes for painting and trimming before they were returned to Porsche for installation of engines and suspensions, which had been extensively developed by Weissach. Michael Schumacher was an early customer, and by the end of 1994, Porsche had completed 10,000 500Es, the final car being presented to Hans Herrmann, who officially retired from Porsche that year. Production meanwhile had already started on a similar build of a version of Audi's Quattro Avant, the RS2. This used a Weissach-designed suspension, plus its proven turbo know-how to wring 315bhp from the five cylinder's 2.2-litres. By the time this equally profitable venture ended in 1996, Porsche's fortunes had improved, and Zuffenhausen needed the production space for the forthcoming 986/996.



1963

## 1967

The 911S, which won the 84-hour Marathon de la Route, used the Sportpaket 175bhp production engine and Sportomatic transmission, but otherwise was a drastically lightened 911R.

## 1969

Gerhard Mitter, three times hillclimb champion for Porsche, 1969 Targa Florio winner and a very popular figure, was killed at the Nürburgring during practice in a BMW F2 car.

## 1974

The first road-going 911 Turbo, a blown 2.7, was presented to Louise Piëch for her 70th birthday. After a couple of months it returned to the factory as a test car for the 3.0 Turbo engine.

## 2002

Porsche's Leipzig plant opened. Originally built for the Cayenne, output has almost trebled with the addition of the Panamera in 2008 and the Macan in 2013.

## 2004

Chief of design Harm Lagaay retired from Porsche after 15 momentous years which had seen the total revision of both the 911's engine and its styling.

2017

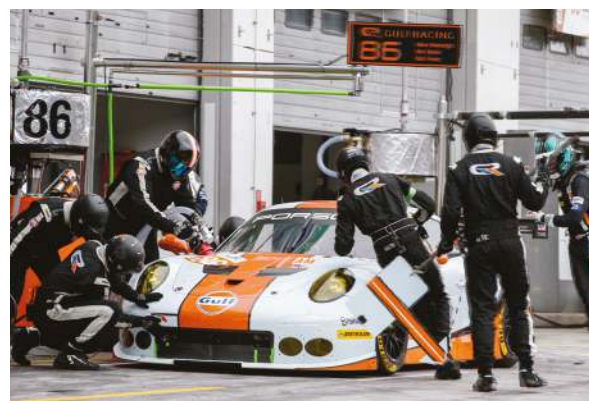




# Ben Barker

- **2017:** FIA WEC Gulf Racing 991 RSR
- **2013-2016:** Porsche Mobil 1 Supercup
- **2012:** Porsche Carrera Cup GB Runner Up

The FIA WEC driver shares all about his world championship campaign



## The 2017 season half term report

Ben uses the WEC season's halfway point to reflect on his team's fortunes in 2017 so far

So far this year, I've made a conscious effort to bring you my thoughts and views on a range of topics, and not simply fill this column with rehashed race reports. But I think the time is right to briefly check in with Gulf Racing's efforts in this year's FIA World Endurance Championship.

We've already passed the halfway point of 2017, and at the three-hour mark in Mexico City next month, will have reached a similar point in the WEC calendar. Given the lopsided schedule, I am writing this with five of the nine rounds still to run, and with each of the remaining races taking place outside Europe – and no events at all in August – it seems like a natural break point to reflect on our fortunes thus far.

While we've not been able to get the no.86 Porsche 911 RSR onto the podium as yet, the general trend has been upward, with progress being made at each of the four rounds to date. The Balance of Performance (BoP) implemented for Le Mans masked our true potential at the 24-Hours, but the Nürburgring round which followed last month was a lot more positive. This

has given us real belief that we can be challenging for silverware when the series embarks on the 'flyaway five', which takes us from Mexico to Bahrain in the space of eleven weeks between September and November.

Obviously, we already had a handle on the no.86 from last season, and while it's frustrating not to have been able to switch to a newer version of the car for 2017 – as the GT-Pro runners have – it did mean that there was one less thing to learn ahead of the first race. The biggest change, therefore, was the switch to Dunlop tyres, which was made over the winter in the belief that they would make the team even more competitive than it had been towards the end of 2016.

Without the budget of some of our rivals, the learning curve with the new rubber has been tightened by the fact that we have had to conduct a lot of our testing and development on race weekends. Each FIA WEC round offers three hour-long practice sessions ahead of qualifying, but these don't really allow for much in the way of accelerated testing as we have to spread the track time between three drivers.

Both Mike Wainwright and Nick Foster have shown continual improvement through the opening four rounds, but we all need something different from our track time early in the weekend. My role in practice and qualifying, as well as trying to post the fastest lap I can, is to lead the development of the set-up on the no.86.

I think I can safely say that we now have enough accrued information to feel optimistic going into the 'flyaway' races. We've been playing catch-up on the other Dunlop runners through the European leg of the season. While it has been tough sledding at times, it has also been very productive. Hopefully, the BoP will begin to level out over the remaining rounds, and if we have unlocked the secret to greater longevity from the tyres – which need to be worked in a very different way to the Michelins we used previously – that should bring us into the equation when it comes to fighting for the podium.

The break between now and round five presents us with a chance to reset before the second half of the season, and we're looking to be on the money in Mexico.



# Views

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The very best of your Porsche opinions via emails, letters, the website & social media



## In praise of the 997 Turbo S

Dear Sir,

I missed the article about the 997 vs 991 Turbo S, but read the letter regarding the story in issue 153 with interest. I've owned a 996 Turbo X50, 997 GT3 RS, 997 GT3, 996 Carrera Cabriolet and a couple of other models. The RS was stunning, but I found that to get it to come alive you had to be pushing on and I realised that I was in constant danger of losing my licence!

After much thought I started to look for a 997.2 Turbo S Cabriolet with the PDK 'box. My thinking was that it could poodle about in traffic but then really get going in manual mode, while the Cabriolet would allow some occasional sunshine in. Most importantly, the low punch from the turbos mean that you can have some excitement without needing to go max everywhere. I really loved the car as is, but I felt it could be better.

After much deliberation I went to JZM for some suspension work, a new exhaust, and a fabulous remap. I asked for the low- and mid-range to be concentrated on rather than top-end power, and that has really been achieved. The power is about 585bhp, but the torque is brilliant.

In normal mode the car is still very easy to drive, but in Sport mode the PDK 'box is transformed. The gear changes are instantaneous and the power comes in much lower down the rev range. The car now feels like you're driving a sports motorbike but with four wheels!

I like the fact that the 997 is still quite small so it's still agile on 'B' roads. I can't see me ever selling the car. When I bought the car I didn't realise how few Gen2 Turbos there are, but even fewer S Cabriolets. I'm pleased to see values holding up well.

Bob Sheeley



Thanks for sending in pictures of your 997 Turbo S, Bob! You're right, the 997 Turbo S is looking like a spectacular buy, particularly as values hold well against a backdrop of sliding 991 Turbo values. It's a phenomenal GT car out the box, and with the improvements you've made we're

in little doubt you've a Turbo tour de force on your hands. Don't forget you can catch up on all previous Total 911 issues by downloading them from our app available on the app store. Alternatively paper copies and subscriptions are available from [myfavouritemagazines.com](http://myfavouritemagazines.com).



Write to or email us with your Porsche opinions and the star correspondence will receive a complimentary copy of the **Porsche 911 Buyer's Guide 2nd Edition** bookazine worth £9.99!



## 991 Speedster?

Dear Sir,

I hope you are keeping well, and with all these 991 variants I am sure very busy too! I know your magazine is a strong believer in both a Sport Classic & Speedster based on 991.2, and was wondering if you have anything more concrete you could share at this time. I'm currently having way too much

fun – in a lot of sun for a change – with my Boxster Spyder, but at the same time hoping to be able to secure a 991 Speedster, which everyone at Porsche is currently denying will ever be a reality!

**Robert Stone**

**We're still pretty confident Porsche is planning a 991 Speedster, as we told you**

**back in issue 146. While we've not seen any spy pics of the car of late, we'd expect the car to be revealed very late this year or possibly early next year. For the 997 generation, the Speedster was revealed alongside the Sport Classic too, and we all know too well how Porsche likes to stick with tradition...**



## Help needed: stolen Porsche

Dear Sir,

I had my silver Porsche 911 SC stolen from Clapham, London, and I'd very much like to get her back. The police think she will be taken out of the UK to be sold or broken for parts. I am trying and hoping to relocate my car

if possible. If there is anything you or your readers can do to help I would be very grateful. I am offering a cash reward for her safe recovery, any information please call +44 (0) 7866 466 943.

**Michele Monticello**

**We're very sorry to hear your pride and joy has been taken from you. Speaking from personal experience, having a car stolen is an extremely unpleasant event which no-one should have to go through. Hopefully with the help**

**of our diligent worldwide Total 911 community we can help you get your car back. If any of our readers has any information about the car, they should either call Michele direct on the number given, or contact us here at the magazine.**

## Ask the expert

Got a question for our Porsche Technician? Email us **editorial@total911.com**



**Scott Gardner**  
Job Title  
Gold Diagnostic Technician  
Place of work  
Porsche Centre Bournemouth, UK  
Time at Porsche  
11 years

**Q: I'm a former 996.2 Carrera 2 owner having upgraded to a 997.1 C4S. I notice that as of the 997, Porsche changed its servicing schedule from yearly to every other year. Plenty of forums I've read are advising owners to stick to a yearly service plan. What would you advise?**  
**Marlon Roach, via email**

Scott's answer: 996 services were every two years for the minor service, and the yearly service was a full check over, but did not include an oil and filter change. I would advise sticking to the Porsche service schedule, however, if it was my car, I would also include an interim oil and filter change to help keep the engine in excellent shape.





## Mid-engined 991.2 GT3 RS?

Dear Sir,

I am a 991 GT3 RS owner but I'm thinking of selling up to make room in the garage for a 991.2. There have been whispers on various forums that the next GT3 RS is going to follow in the footsteps of the 991 RSR and will be mid-engined. What are your thoughts on this?

Anton Baker

The entire topic surrounding a 991.2 GT3 RS is fascinating – until very recently, we hadn't even seen any prototypes in testing! This goes against the norm of what we expect from Porsche, who usually aren't opposed to bringing a RS test mule out to play in the immediate aftermath of a new GT3 being revealed.

A mid-engined car is a possibility, though a safer bet would be for the car to adopt the new engine as found in the 991.2 GT3 – perhaps with a slightly bigger capacity. You can be reassured that as and when our spies come across any new 911, we will relay this to you via the magazine and **Total911.com**.



## Rennsport: heads or tails?

Dear Sir,

I'm having to sell one of my RS cars. I can't decide which, on balance of driver experience and future value: one is the first of its kind, very rare and analogue, the other the last of its kind, an event, and faster. Which would you keep?

Tanvir Hanif

This is a mighty dilemma between two sublime GT3 RSs. The 996 GT3 RS, for us, is one of the

most underrated, and the last really 'pure' RS without any driver aids. Add this to the fact that Porsche only made 682 of them (to think they struggled to sell at the time!) means their rarity is assured going forward. However, the 3.8-litre 997 is a **Total 911** favourite, offering one of the most rewarding Rennsport drives that's as near analogue as you're ever going to get from the modern era. However, you asked us which we'd keep, so we'd go with the 996.

**Total  
911**  
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# PORSCHE INDEX 911 SC

Written by **Chris Randall** Photography by **Neil Godwin**

The SC has long been viewed as the affordable way into air-cooled 911 ownership, but what makes a good example? Total 911's latest Porsche Index reveals all





## History of the 911 SC

**W**e've become used to an ever-expanding range of 911s. There's a model to suit every preference and performance level, but it wasn't always like that. Between 1978 and 1983 – a time when the Neunelfer's future was far from certain – buyers had a choice of just two models. The ballistic 3.3 Turbo was one, and the car you see here the other, which was available in Coupe, Targa and Cabriolet flavours (the latter as the first drop-top 911), and retained all of the classic 'G series' design cues that enthusiasts had grown to love. So far, so straightforward; there was an issue, though, and that was a somewhat undernourished flat six engine. The Bosch-injected, dry-sumped 3.0-litre unit managed just 180bhp,

a figure that ensured the SC was brisk rather than properly quick, with 60mph arriving in 6.5 seconds. The 2.7 and 3.0 Carreras had offered more, and buyers who paid a not-insubstantial £13,000 for the new model were at the time left underwhelmed. Things did improve with power creeping up during production: 1980 brought a slight increase in compression ratio and revised ignition timing for 188bhp, with further alterations the following year culminating in an output of 204bhp for more respectable performance. That helps explain the accessible prices, but while that affordability is still the case for the most part, things are changing. According to renowned experts Mikey Wastie of Autofarm and Alan Drayson from Canford Classics, today you'll need £35,000-40,000 for a nice Coupe. Cheaper than many a 3.2 Carrera, true, but no longer quite the bargain it once was. We'll return to that later, but for the moment, what else did an SC

buyer get for their money? Well, the model was very much a case of gentle evolution. Power deficit aside, the rest of the running gear was tried and tested. Transmission was the five-speed 915 unit, and there was the option of the Sportomatic for a short time. The brakes and suspension were pretty much carried over from the 3.0 Carrera, although the addition of a vacuum servo for the ventilated discs was new. 911 convention was continued inside, too, while a lengthy options list means plenty of well-equipped examples exist today. As for the remainder of production, changes were also mild, and included flush-fitting headlamp washers, with a seven-year anti-corrosion warranty appearing in 1980, side repeaters for the front wings (denoting 204bhp models), and an optional whale tail spoiler the year after. By 1984 the 3.2 Carrera would take over the 911 mantle and the SC has lived in its shadow ever since, though with inflated 3.2 prices, the SC's time is now. ➔







## What's it like to drive?

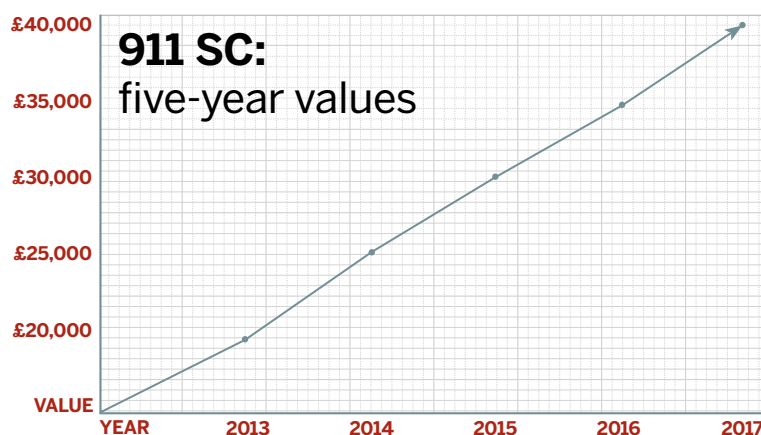
Nowadays, the trick to a positive driving experience in an SC is finding a good example with exemplary mechanics, particularly in reference to its 915 gearbox. Its long gearing and torquey third ratio encourages drivers to stave off constant shifting, though the SC's good mechanical grip allows for flat cornering, enabling you to carry good speed from turn to turn. As we remarked from our test drive in issue 152, despite its modest power output there's a fluidity to the SC's driving experience that is arguably lacking from its successor, and well-setup examples respond admirably with a deft poise through turn in.

Chuck Richards, owner of the cherished example you see in our pictures, reckons the SC is not only very easy to drive on a daily basis thanks to its good balance of torque and horsepower, but offers impressive ground-covering ability when you up the pace, highlighting the strong mid-range performance and excellent traction out of bends.





“There’s a pleasing simplicity in the way an SC goes about its business. It’s a 911 that blends dynamics with drivability”



## Market rivals

Prices may have climbed in recent years but the SC is still the most affordable way into a classic 911. At this price point there's a strong choice of water-cooled models, but what if you prefer a more traditional approach?



### 3.2 Carrera

Once easily affordable, values have rocketed. Don't be surprised if examples at this money are in need of light fettling, although no major work should be needed. An extra 50bhp over early SCs makes it a strong performer.



### 912

The idea of four cylinders is considered sacrilege by some, but a 912 still offers a very pure driving experience. There's pleasure to be had in enjoying its delicacy without the distraction of licence-losing speed.



### 964 C2/C4

An early example of power-steering, anti-lock brakes and the Tiptronic gearbox. The 3.6-litre motor brought a useful increase in power and performance, while optional four-wheel drive made the 964 a proper all-weather supercar.



### 2.7

The 148bhp engine had been tuned for greater efficiency and a more relaxed power delivery, but there's still enough performance to have fun. The 2.7 is still affordable, too, although there is potential for hefty restoration costs.



**RIGHT** While Pascha cloth wouldn't be everyone's first pick of interior it does complete the classic look of the SC

## Running costs

Before we get on to the everyday business of running an SC, it's worth reflecting on one of the biggest risks to your wallet. A 911 heading for forty years old could well be suffering from serious corrosion, and there are plenty of areas that will need careful scrutiny – preferably by a specialist – before you take the plunge. The front wings, wheel arches, A/B pillars, kidney bowls and around the front and rear screen are all at risk of dissolving away, turning that temptingly priced example into a financial millstone. Even if it's just localised repairs, bear in mind that genuine panels are far from cheap: you'll pay close to £1,000 for a front wing before any painting or fitting, and even a door skin is around half that amount. You'd also pay a four-figure sum to replace one of the aluminium bumpers that can degrade with age, not to mention the potential for repairs to rusty mountings. If fresh air motoring appeals, a set of roof seals for the Targa is more than £600. You'll be on somewhat safer ground mechanically as – like we've previously noted for the 3.2 Carrera – ownership of an SC still allows for some DIY spannering without having to worry about electronic complexity.

That said, you'll still want to ensure the engine is fundamentally sound, as a comprehensive rebuild can result in a bill of £8,000 or more. Low oil pressure, a smoking exhaust and rattling timing chains are bad news, and the flat six can also suffer from broken cylinder head studs, so look for evidence of recent work. There are common mods owners do to ensure their SC remains in fine fettle, including replacing the manual chain adjusters with hydraulic ones, plus removing the air recycle pump that's prone to failure (and will leave you in need of recovery). A lot of owners also reduce the SC's inherent bump steer by fitting Turbo track rod ends.

That's all the worst of the news, so what about looking after an SC on a daily basis? Here, things become more palatable, as the model's simplicity, compared to later 911s, helps keep running costs down, especially if you're prepared to undertake routine maintenance yourself. If not, then budgeting in the region of £600-700 will cover an annual service by a respected specialist. Okay, so these aren't insignificant sums, but combine a sensible annual mileage with the low weight and modest performance that blunt its appetite for consumables, and the mechanical upkeep of a SC shouldn't break the bank. The simplicity of the cabin helps here, too, and while the expense of coaxing recalcitrant electrics and (optional) air conditioning back into life can soon mount up, it's mainly a case of avoiding scruffy trim in need of professional renovation. ➡







**ABOVE** Temperature sensor was part of thermostatic temperature control introduced in 1977

**BELOW** Sport trim car got front lip, wider Fuchs and a tea tray rear wing, as here

## Desirable options

911s of this vintage – the youngest is nigh-on 35 years old – are a somewhat different buying proposition compared to newer generations. The focus has to be on condition, as it's that more than anything that will govern how deeply your pockets are raided in the course of ownership. That's not to say that you shouldn't seek out a particular specification, but a more open-minded approach is probably called for. We asked the experts for their views:

### Coupe or Targa?

The Coupe is certainly desirable, but Mikey Wastie reckons you shouldn't dismiss the Targa. Yes, there are concerns over water leaks and additional wind noise, but those potential problems disappear when you remove the panel, and the fresh air feel suits the SC's slightly more relaxed demeanour. You'll also save a few thousand pounds with the Targa.

### Colour and trim

Some colour combinations just suit an air-cooled 911. You can't go wrong with a black or Guards Red example paired with black leather, but according to Wastie, some SC buyers are willing to consider more period hues. Bitter Chocolate paintwork and controversial Pascha cloth won't be to all tastes, but you're unlikely to harm the value with your choice.

### Sport specification

This one is a matter of personal taste, but the Sport package is very appealing. It gained a rubber chin spoiler, the classic tea tray rear wing, and Fuchs alloys shod with the then-new Pirelli P7 tyre. The tasty specification didn't end there, as Sports seats and stiffer Bilstein gas dampers also featured.

### Fuchs wheels

As standard the SC was fitted with pressure-cast 15-inch ATS alloys, or 'Cookie Cutters' as they came to be known. Naturally, plenty of buyers opted to upgrade to the forged alloy Fuchs rims, which were an inch larger in diameter, and these certainly suit the car's classic lines.





## Before you buy

**T**he condition of the bodywork is crucial. Unless you're certain that it's rot-free it would be unwise to buy without a specialist inspection. Done properly, even relatively minor refurbishment will swallow thousands of pounds. If the car you're looking at has had restoration work, you need to know how well it's been done well.

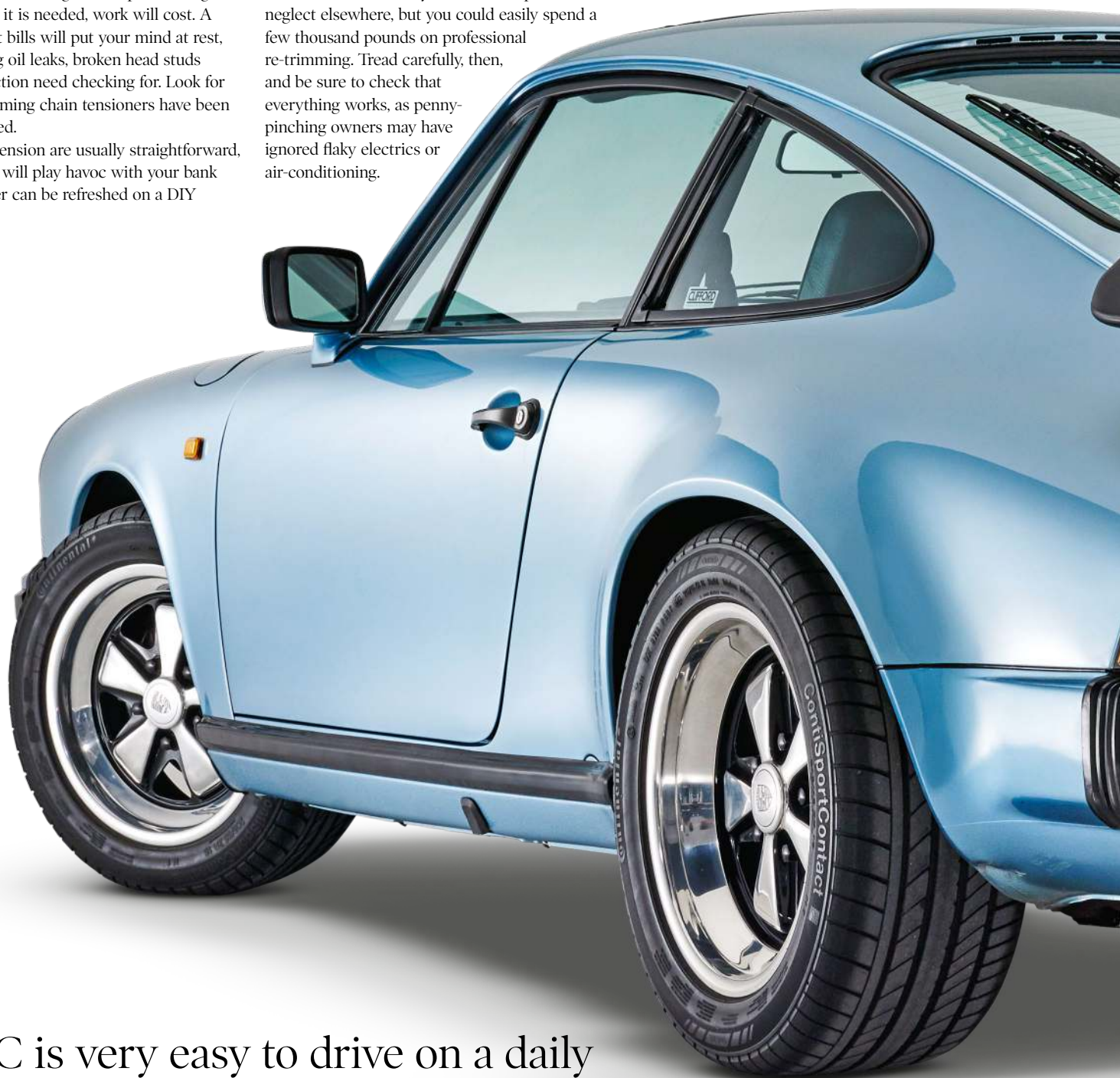
A well-maintained SC engine is capable of high mileages, but when it is needed, work will cost. A fat wad of specialist bills will put your mind at rest, but issues including oil leaks, broken head studs and ailing fuel injection need checking for. Look for evidence that the timing chain tensioners have been replaced or upgraded.

Brakes and suspension are usually straightforward, but serious neglect will play havoc with your bank account. The former can be refreshed on a DIY

basis, although a specialist will ask around £1,000 to renew pads and discs, while the suspension needs thorough scrutiny of the mounting points for signs of corrosion. Upgrades depend on how you view originality, but ensure you're happy with the standard of any work done.

Is the cabin nicely patinated, or just plain scruffy? If it's the latter not only could it be a pointer to neglect elsewhere, but you could easily spend a few thousand pounds on professional re-trimming. Tread carefully, then, and be sure to check that everything works, as penny-pinching owners may have ignored flaky electrics or air-conditioning.

Autofarm's Mikey Wastie has already noted the appeal of the Targa, and whether you opt for that or the later Cabriolet you'll need to pay special attention to the condition of the roof and its mechanism. There are plenty of bad examples out there, so ensuring you buy the right car will simply determine whether your SC experience is going to be enjoyable or not.



“The SC is very easy to drive on a daily basis thanks to its good balance of torque and horsepower”



## Total 911 verdict ★ ★ ★ ★ ★

For some only an air-cooled engine will do. If you're amongst them then there's a dilemma to be faced: the purity of line that characterises the pre-impact bumper cars comes with a hefty price tag – too hefty for many. The appeal of a 3.2 Carrera is tempered by rocketing values, which leaves

us with the SC. It can still be considered affordable, for the moment, and although the headline power and performance figures seem a mite disappointing at first glance, there's more than enough character to make up for these perceived deficiencies. Try one and you might just be smitten.

### Thanks

Thanks to Chuck Richards for putting his excellent SC in front of our cameras. Chuck would like to thank Canford Classics (01929 472221) for overseeing recent mechanical work and Woodville Stretton Ltd (01202 672839) for executing a sterling paint job.



## Investment potential/ownership experience

In terms of ownership, there's a pleasing simplicity in the way an SC goes about its business. It's a 911 that blends enjoyable dynamics with useful doses of practicality and easy, every-day drivability. As ever, finding the right car is crucial, as a rash purchase could mean a world of financial pain, but if you buy carefully and don't skimp on

maintenance, you should be assured of a satisfying ownership proposition. As our values chart indicates, the SC's growth has been of the slow-burning variety, cementing its place as an entry point for air-cooled motoring. As our specialists have pointed out, those values have slowed to something of a standstill in the last year or so. You'd still have made a tidy profit had

you taken the plunge four years ago, but that softening of the market remains good news for those becoming priced out of the later 3.2 Carrera. Both Autofarm and Canford Classics agree that not only is this arguably underrated 911 still great to look at and drive, but that it will still represent a sound financial bet in years to come. **911**





# CHAMPION SMOKER THE BELGA SC

This championship-winning SC, prepared by JP Gaban, dominated the Belgian scene in the 1980s. Total 911 takes it for a spin on the track

Written by **Kieron Fennelly** Photography by **Daniel Pullen**









Jean-Pierre Gaban was one of Belgium's foremost Porsche racers in the 1960s. Beginning with a 356 Abarth followed by a 904, he really began to make his name with a 911S, winning the Spa 24-hour race in 1967. Belgian rally champion in 1966 and saloon car vice-champion in 1969, he also raced 911s four times at Le Mans, finishing 12th in 1968 and 10th 1969. However, he was unable to repeat this level of success in the 1970s and turned to preparing competition Porsches.

In the 1970s, because Porsche had homologated the 911 3.0 RS – capable of over 300 horsepower in RSR form – tuners had a fairly broad field available to them, but the advent of the SC in 1978 meant this homologation ran out. For national Group 3 competition, they would have to make do with the SC, which officially produced only a disappointing 180bhp when it was launched, though this had risen to 204bhp by 1981. The regulations limited the tuners to the 911 SC's standard induction: gone was the possibility of removing the stifling Bosch K-Jetronic injection unit and replacing with it with the mechanical system of the 2.7-litre or 3-litre RS, or even carburetors.

This 'Belga' 911 SC is a recent addition to the well-established JFD 911 collection. Owner and founder Johan Dirickx explains that the importance of this particular 911 is not only that it won a couple of Belgian championships; it is also part of Porsche's swansong in European rallying. Johan located it in 2015 in Southern Europe where it was in a reasonable

state, and after repatriating it he set about restoring the 911 as close as possible to its 1982 condition. "We don't have much more than pictures to go on," he says, "and we have concentrated on period rather than absolute originality because the car got new panels at least once. During the Ieper 24-hour rally in 1982 for example, it crashed and received a new nose: we can tell from looking at the pictures taken at the beginning and the end of the rally." Incidentally, a 15-minute YouTube clip has brilliant footage of this gruelling street race, which the Gaban 911, driven by Marc Duez, won.

## “On the track, the SC belies its modest power”

Gaban indeed had several successful seasons with his 911s: the up-and-coming Duez, a man whose talent on tarmac matched his off road skill, won the national championship in 1982. The same car (though possibly a second, Johan believes, because through his tuning business Gaban had access to other Porsches) won again, this time in the hands of another Belgian star, Patrick Snijers. He won again for Gaban in 1984, this time in a 911 SC RS, which was again national champion in 1986 in the hands of Gaban's son Pascal.

"What made the difference to Jean-Pierre Gaban," says Johan, "was sponsorship money. In the late seventies, you had two national cigarettiers – Belga and Bastos – competing for attention. Belga was

the more bourgeois brand and Bastos the working class smoke, but the distinction didn't matter to Jean Pierre Gaban; in return for decorating the SC in Belga colours he at last had some money to spend developing the car. He was very good at racing on the cheap, building racers from parts of cars. The Belga sponsorship allowed him more scope and the result was the double championship winning SC. In 1984, he had an SC RS, by then supported by Bastos. He got the Touring version because in all probability Porsche sold it to him at a lower price. He also transferred the roll cage and rear spoiler from the SC to his RS. Old habits die hard."

Gaban prepared the SC in the usual way by stripping out much of the interior and fitting the obligatory roll cage, but for homologation reasons, the body retained the standard steel shell with no lightweight panels allowed. For rallying, the suspension was raised using factory parts – Porsche had already rallied the SC in the East African Safari, and Gaban found 15-inch Spanish alloy wheels, 'a cheap knock-off of BBS rim', thinks Johan. The underside was protected front and rear by alloy panels. Modifications to the engine were limited and the flat-six, unlike the Safari SCs, had to be largely standard, retaining its Bosch K-Jetronic fuel injection; holes bored in the airbox were one of the few departures from standard allowed.

Yet the Gaban SC still managed to produce 230-240bhp, despite the restricting effect of the K-Jetronic. Renowned Porsche guru Josh Sadler







## Model **911 SC**

Year **1981**

### Engine

**Capacity** 2,994cc

**Compression** 9.8:1  
ratio

**Maximum power** 204bhp @ 5,900rpm

**Maximum torque** 267Nm @ 4,300rpm

**Transmission** Five-speed manual

### Suspension

**Front** torsion bar; strut/damper

**Rear** torsion bar; strut/damper

### Wheels & tyres

**Front** 7x16-inch; 205/55/R16

**Rear** 8x16-inch; 225/50/R16

### Dimensions

**Length** 4,290mm

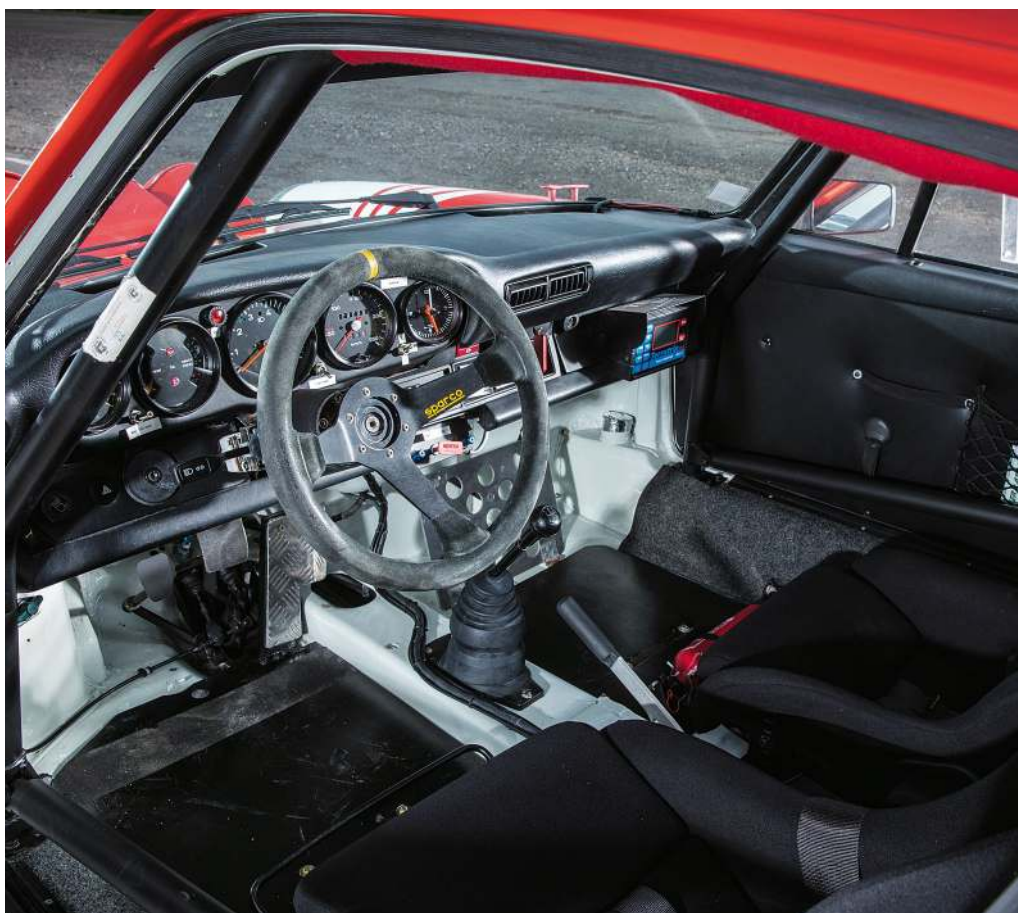
**Width** 1,650mm

**Weight** 1,055kg

### Performance

**0-60mph** Not tested

**Top speed** Not tested



**ABOVE** Stripped interior also features bolted-in roll cage and additional switches for headlights, extinguisher plus Terratrip trip master computer. Note extra alloy bracing under the SC's front and rear



**RIGHT** Period regulations meant fettling of the SC's flat six was largely prohibited, tuning thus limited to drilling the airbox. Height adjustable coilovers help the Belga SC transition between 'safari' and 'tarmac' setups







used to race SCs in their heyday, and his view is that leaving the electronic injection in situ must have had limited tuning options: the usual higher lift camshafts would have upset the air intake. He concedes that careful modifications to the camshaft, perhaps a mild raising of the compression ratio, and adjustments to the ignition (at the expense of low speed running), together with the more freely flowing exhaust might have gleaned another 25-30bhp. Owner Johan concurs: "I believe Gaban had several engines and he may well have experimented to see what he could get past the scrutineers."

Johan's team has done a fine job of restoring this period racer. With his habitual attention to historical detail Johan has carefully replaced the ducktail spoiler and the impressive array of four Cibie lamps at the front – their output came into its own in the all-night Leper rally as the video demonstrates. The paintwork is a faithful replica of the Belga colour scheme and the SC sits at its old competition ride height, though Johan has achieved this with specially commissioned coilover springs which are adjustable: without these, raising the ride height would have required a suspension rebuild in the 1980s. The effect is completed by a set of period BBS rims.

Inside, the cabin is dominated by a pair of Recaro bucket seats with four point harnesses, practical if perhaps not quite period, but convincing enough. Otherwise this is the classically reduced cabin of the 911 racer: the carpet has gone, replaced in the front by wooden floors for driver and navigator leg space, with

a drilled alloy footrest for the latter. The plain door cards have useful elasticated nets for maps or papers and help to prevent the interior looking completely bare; the standard 911 SC instrument panel is supplemented by additional equipment – switches for lights, fuel pumps and ignition cut off. With his usual diligence Johan has managed to find the original Terratrip rally chronometer, which is installed in front of the navigator.

On the track, the SC belies its 'modest' power: weighing well under 1,100kg, its turn of speed at Abbeville is impressive, as is its exhaust note as it revs easily to 6,000rpm with no audible indication that the K-Jetonic is holding back proceedings. Though the SC ran on its 'Safari' setting for the rally stage at last year's Festival of Speed, Johan has the car on the 'Tarmac' position for the track. This, he says, allows drifting without the suspension bottoming out.

Johan provides a detailed commentary on the behaviour of what has become one of his favourite 911s: "The car steers wherever you want it to go, and the back end follows. Now the back end is rather loose but you can steer the car when in a drift with the gas pedal, which is the way I like it. So coming to a corner you do your weight transfer by lifting off and going on to the brakes, the steering movement is a little exaggerated in the beginning phase, so as to unsettle the car. Once it starts to drift you counter steer and take over with the gas pedal. The power of the engine is more than sufficient to accelerate out of the corner even sideways (so you have a



sideways movement as well as an accelerating movement). Setting up the car before a corner, when the corners are a little tighter, is helped with a Scandinavian flick."

It is almost as good to watch as the SC corners classically with that three-wheel stance, which disappeared on the later air-cooled cars. It's easy to see why Johan likes this SC: superbly responsive and flexible, yet not powerful enough to land a capable driver in serious trouble. The Belga SC is clearly great fun on the track. It may not have the pedigree of a 911R or be absolutely original, but as an evocation of a time when no-holds-barred tarmac rallies were still possible, this perfect period racer is a delight. **911**

### Thanks

Total 911 would like to thank Johan Dirickx of JFD for allowing us access to his 911 SC.



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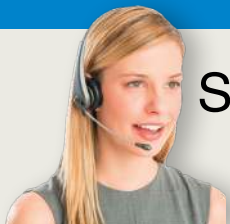

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# GENERATION

Fifteen years separate these two Rennsport 911s, though each possesses the unique qualities that make the RS badge so compelling





Written by **Kyle Fortune** Photography by **Dan Pullen**

If history is correct, I should be getting mercilessly battered by the 964 RS's uncompromising suspension, and fighting the steering wheel to keep the slim-hipped lightweight on the correct trajectory. But I'm not. The 964 RS's famously stiff ride isn't an issue.

Talk about a tough act to follow, the 964 RS was tasked with filling the sizeable hole left by the 2.7 Carrera RS. Back in 1992 when this car arrived, that 2.7 RS still resonated, justifiably, so expectations were high. In comparison to that RS-introducing icon, the 964 RS is almost apologetic in its looks. There's no ducktail or scribbled graphics in contrasting colour to signal this is even a Rennsport. Take off the Carrera RS badge from the engine cover and the RS could, to an uninformed bystander, be just another 1990 era 911.

We all know that it isn't – the 964 followed the RS dictate by stripping out weight, adding power, and increasing focus. The weight was achieved by the usual means: the luxuries of its contemporary 964 relations, such as they were, are gone. There are window winders on the simple door cards, there's a cage where the rear seats should be, and you're held in by a pair of lightweight bucket seats.

An aluminium bonnet helps, too, while those 17-inch Cup wheels aren't made of conventional alloys but magnesium to further reduce mass. The overall loss adds up to 120kg, which is significant, bringing the Sport-spec car's headline figure down to 1,220kg. Behind those wheels sit improved brakes borrowed from the Turbo's parts bin. The rest of the specification is closely linked to its Carrera Cup race car relation – that means thinner side glass and

a shell that is stiffer, thanks to seam welding. The suspension it rides on is 40mm lower, featuring stiffer springs, RS-specific shock absorbers and adjustable roll bars.

There's less sound deadening between you and the engine, which is a development of the Carrera's 3.6-litre air-cooled flat six. Power rises to 256bhp at 6,100rpm, that's a scant 10bhp increase over a standard Carrera. Torque remained at 325Nm at 4,800rpm, the flat-six driving through a G50/10 five-speed manual gearbox with an asymmetrical limited slip differential and steel synchromesh.

I've driven 964 RSs before, albeit only briefly, and the reputation that precedes them has never really materialised. Perhaps time has altered perceptions but the RS isn't the overly-firm, unruly riding disaster that I read about in its first



The 964 could look like a standard Carrera to the uninformed, whilst the 997's wide body and aggressive aero clearly marks it out as a modern Rennsport

drives. That hardcore, uncompromising reputation might have done some people a favour, this a Rennsport that, for a time, languished relatively unloved in the annals of used Porsches. Who doesn't remember advertisements for £12,000 964 RSs and kick themselves? Not for the potential return of investment, I might add, even if the window price of this beautiful Maritime Blue LHD car at Paragon is many multiples of what a 964 RS might once have cost. I've always loved how the 964 looks, and the RS is, to me, the pinnacle of that. The purity of its lines, the lower ride height, and that lack of adornment, even over a 1973 RS, is a huge part of its appeal. Buy one in a less eye-catching colour and the 964 RS is the very definition of a stealth weapon.

Sitting on the left means there's no power steering, the RS communicating exactly what's going on at the 205/50/ZR17 front wheels. Yes, there's weight, but the sometimes slow speed heft is well worth the trade-off of uncorrupted connection between your hands and the tyre's contact patch. This isn't a car you'll be driving slowly, anyway. The engine fires with that characteristically air-cooled flare; the mechanical racket behind not so muted as in other 964s, thanks to the loss of sound deadening and the open space behind those front seats acting like a resonance chamber. If the sound it creates doesn't make your skin tingle, there really is something wrong with you.

The engine's chatter dulls to a more muted idle, and the clutch release bearing makes its presence heard. That's something that's defined RSs to the point where PDK took over in the 991 – the metallic graunch and rattle sounding pure racer, adding authenticity to the RS's place as a means for Porsche to homologate its cars for competition. That sound is stopped by pushing the clutch and shifting the five-speed manual into first. Pulling out onto the East Sussex roads in it, following Paragon's Jamie Tyler in a 997.1 GT3 RS, it feels absolutely tiny, even in comparison to my own 993. The upright windscreen and thin window pillars are the same but teardrop mirrors reveal its slim hips, tiny perhaps the wrong word, narrow being more apt.

The GT3 RS in front looks huge in comparison, its wider rump spanning the width of the road greedily, leaving little tarmac either side of its ample track. The 964 RS's upright front wings are so narrow, so as to create a more expansive playground. There's more road as a result, allowing you to adopt a differing driving style. It slips through gaps with ease, where Tyler's slowed. If you ever needed a demonstration that cars have gotten a bit too big for our roads then the near two-decade gap that separates these two cars defines it.

Not that this car feels old, quite the contrary – simple, yes, but that's all part of its allure. I see the 93,813km on the odometer and don't believe it, this



**“Today 256bhp wouldn't pique the interest of a regular Carrera buyer, let alone someone after the focus of an RS, but the 964 doesn't feel like it's lacking”**

is a 964 RS that while obviously having been driven, has been done so sympathetically. It feels absolutely box-fresh, there's no slack anywhere, no bagginess to its response, or tired creaks and grumbles of a hard-driven example. If you knocked 93,000km off that odometer reading I'd genuinely believe it, only the slight patina of time and use on its black, grey and blue triple tone leather seats betraying that its previous owners have actually used it.

The engine is quick revving, the lighter flywheel adding enthusiasm, that more than paltry 10bhp increase in its output being characteristic to the RS. Today 256bhp wouldn't pique the interest of a regular Carrera buyer, let alone someone after the focus of an RS, but it doesn't feel like it's lacking. The 5.3 seconds it takes to reach 62mph highlight that, though with the 964, and arguably anything wearing the RS badge, it's not necessarily the raw figures that count, but the delicacies in achieving them.

You can feel the lack of mass. The engine's eagerness to rev, and the accompanying sound, is aided by the lack of mass it's shifting. Push the accelerator down and the RS gathers pace accordingly. There's no delay, the immediacy of its response being its defining characteristic. That feeling permeates the entire car, the steering so delightfully rich in sensation that you're able to feel exactly what's rolling under those front wheels: the

brake pedal firm and reassuring, the clutch weighting light, and the gearshift accurate and quick.

The narrowness affords you the choice of picking your line into and through a corner. In the 964 RS you sight, then pick your line, the car tracking round with conviction. Grip levels are high, all the information being communicated so clearly that you've total confidence in leaning on the RS, using its weight distribution and huge traction to your advantage.

There's none of the unsettling, limiting ride from the suspension that has been so often highlighted. The 964 RS is, unsurprisingly, taut, but not to the point of distraction, indeed, as Paragon's Mark Sumpter admits, a correctly set-up 964 RS shouldn't be harsh or unforgiving. That's evidenced here: the suspension not unsettled by what passes for roads at times in the UK, and that ability to pick your line meaning you've got the opportunity to avoid the worst of the lumps and bumps that in something more modern you'd have no choice but to roll over.

It's with some regret that I climb out of the 964 RS's driving seat, and into that of the 997.1 GT3 RS. Yes, there's been a few RS models between them, notably the unicorn that is the 964 3.8 RS, the 993 RS, and 996 GT3 RS, but there's lineage, in concept, if not visually. Compared to the 964 RS, the 997.1 GT3 RS is a riot to look at. ➡



## 964 RS 1992

**Engine**  
3,600cc  
11.3:1

260bhp @ 6,100rpm  
310Nm @ 4,800rpm  
Five-speed manual

**Brakes**  
322mm discs  
299mm discs

**Wheels & tyres**  
7.5x17-inch, 205/50/ZR17  
9x17-inch, 255/40/ZR17

**Dimensions**  
4,250mm  
1,652mm  
1,220kg

**Performance**  
5.3 seconds  
162mph

**Model**  
**Year**

**Capacity**  
**Compression**  
**ratio**

**Maximum power**  
**Maximum torque**  
**Transmission**

**Front**  
**Rear**

**Front**  
**Rear**

**Length**  
**Width**  
**Weight**

**0-62mph**  
**Top speed**

## 997.1 GT3 RS 2007

**Engine**  
3,600cc  
12.0:1

415bhp @ 7,600rpm  
405Nm @ 5,500rpm  
Six-speed manual

**Brakes**  
380mm discs  
350mm discs

**Wheels & tyres**  
8.5x19-inch, 235/35/ZR19  
12x19-inch, 305/30/ZR19

**Dimensions**  
4,460mm  
1,852mm  
1,375kg

**Performance**  
4.2 secs  
193mph







**964 RS** isn't as stiff as period road tests would have you believe. Its narrower body and track allows a choice of driving lines on public roads, where it feels responsive and sprightly



**997 GT3 RS** would monster the 964 RS on track, though its own interior is beginning to look dated. Usable on the road, its £140,000 price tag looks like money well spent next to the £200,000 964





## Thanks

Both cars in our road test are for sale at Paragon GB. For more information visit [Paragongb.com](http://Paragongb.com) or call +44 (0) 1825 830424.

Gone is the understated, reserved simplicity of the Carrera – replaced with an overt functionality that's even more apparent here thanks to bright orange paintwork. Time's passage has significantly repositioned the RS badge from its Carrera relations, the basis for the RS being the already more singular, purposeful GT3. It's more overbearing as a result, still defined by its need to homologate cars for racing, made clear by the aerodynamic addenda which aids stability, increases downforce, and manages airflow over, under and through the car to allow its significantly increased performance.

The greater outputs are highlighted by its scale. Using the wider Carrera 4S bodywork, the RS changes include a carbon fibre engine cover, that bigger rear wing, and the now familiar weight saving measures like a plastic rear window and reduced sound deadening. The 3.6-litre water-cooled flat six's output is 409bhp at 7,600rpm, which combined with 405Nm of torque and a 1,375kg kerb weight brings a 0-62mph time of 4.2 seconds. That's just 1.1 seconds of improvement upon the 964 RS... though it feels significantly quicker than that.

What is obvious is that although the 997 is the newer car – this example a mere decade old – the march of time has sped up since the days of the 964. That's no more clear than with the ancient-looking sat nav and the dot-matrix-esque digital display that supplements the analogue instruments.

Porsche wasn't at the cutting edge with such elements a decade ago, and the passage of time has been even more unkind in dating the car, delineating

it in history by virtue of technology. You'll ignore it, though, as the rest of the 997 GT3 RS offering is so damn persuasive. My memory remains fresh from driving it when they were new, its star shining brightly, but briefly, before Porsche usurped it by bringing in the 997.2 GT3 RS a few short years later. Ignore that, and taking this simpler Gen1 car in isolation is revealing, as really, you won't miss the extra aerodynamic efficiency or additional power its Gen2 replacement delivered.

The RS character is obvious, from the harder-edged engine note to that chuntering clutch release bearing. The familial ties to the 964 RS remain. The speed differential is immediately more apparent, the 997 GT3 RS savagely quick, yet retaining that RS ability of informing and engaging. The steering weighting is perfect. Assisted here, it's light, the significantly increased contract patch bringing a more incisive turn-in, yet delivering that same rich seam of information that allows you to exploit it.

The grip levels are, understandably and necessarily, higher, its traction mighty. Yet for all its extra speed it's still a revealing, enjoyable car when driven in a manner not likely to arouse the attention of the authorities on UK roads. On a track it would monster the 964 RS, but that's academic here, and the 964 RS driver wouldn't be having any less fun.

The seniority of the GT3 RS's technical specification manifests itself with greater, easier-gained speed, the engine's response and eagerness to rev in another category altogether. The brakes are on another level, as they need to be. The suspension

delivers incredible control, but also a ride that's largely uncorrupted by poor surfaces, even if the low nose does make any speed bumps the stuff of splitter-worrying nightmares. There's modernity here too, the Sport button, PASM, electronic traction and stability control saving you from yourself, and arguably affording the RS its duality of purpose by technology, even if it remains a very singular car even when it's at its most mild mannered.

My expectation was I'd come away wanting just one, but they're both extremely compelling. Similar in so many ways, most notably their unabridged driver focus and the subtleties that create that, but also defined by the decades they were born in. The 964 RS is an absolute delight indeed. It's the best example I've been lucky enough to sample, which mostly counters my usual argument against them that it wouldn't be too difficult to make something equal, if not indeed better, by starting with a base Carrera 2. And all for a fraction of the price – if still a significant outlay today.

The 997.1 GT3 RS is a far more different proposition. Further removed from its Carrera relations by virtue of the Carrera itself evolving into more of a grand touring sports car, it feels more RS in its nature, or at least what we've since come to expect an RS to feel like. They're both cars worthy of serious consideration, despite what lay before – or followed them – which is very much in keeping with how an RS should be. If forced to choose just one, it'd be the orange car, although with the price differential I could potentially buy that project 964 as well. **911**





## Should investors drive their Porsche more? Which 911 is tipped for future success? And what makes the better sale: history or condition? David Gooding, founder of the auction house Gooding & Co, reveals all to **Total 911**

Written by **Rich Pearce** Photography by **Rich Pearce & Gooding Co**



The world of prestige car auctions is nothing short of fascinating. Providing a stage for some of the most renowned Porsche cars to change hands (the sales of which often go on to shape wider market expectations),

the last three years in particular has witnessed a sequence of spectacular results as values of the 911 have rocketed. The pinnacle of this came in March this year, when a one-of-21 Porsche 996 GT1 Straßenversion sold at Gooding & Company's Amelia Island auction for \$5.66 million, a new world record. The same car fetched \$1.2 million at auction just five years earlier.

At the centre of it all is David Gooding, an affable individual who's carved out a long career in the industry thanks to stints at both Christie's and RM, before founding his own auction house in 2003. Within the space of 15 years, Gooding & Co has positioned itself at the top of the prestige car auction market: in 2016, Gooding & Co's year-end auction sales totalled more than \$233 million, boasting a strong 85 per cent sell-through rate

for 281 lots sold, with an average price per lot of \$829,050. Now president of Gooding & Co, David invited **Total 911** into his LA office to talk Porsche in the run-up to the 2017 Pebble Beach auction at Monterey car week.

### **David, how do you feel Gooding & Co differs from the competition?**

The car market was so different when I worked at Christie's, so it's hard to compare them with us. [I think] Christie's is a wonderful company where I learned a lot about the auction market; they've always put their reputation as their most valuable asset. That was the strongest lesson I took away from my time there, but really they were a company that sold artwork. Yes, cars are a form of artwork, but they're not two-dimensional paintings you hang on a wall. They have lots of characteristics, so it was always a case of being a square peg in a round hole. With RM, it was really interesting to work there, but they are much more about volume than I wanted to be. People often compare us, and we both often sell high-end cars, but the difference is we do three auctions a year and they do 12 or 15. We don't want to even

begin to do that much – that takes us away from being able to really know and describe the cars. When you're doing that many [sales per year] you cannot know your product as well as we do.

### **How did your company establish itself?**

We've always been car enthusiasts, first and foremost. Myself and so many people who work here are very passionate about cars – that's our background. Our families were collectors of cars, whether they had money or not! Most of us came from families with great aspirations and not a lot of resources, but we've always been huge car fans.

### **You've had great success with Porsche...**

When a lot of other companies were focusing on Ferrari, Mercedes, and a lot of the other brands, myself and my fellow Gooding specialists really embraced the brand. My team have owned a fair few 911s, they have an even deeper knowledge of Porsche than I do. A lot of the other auction houses are now copying us as they've seen the success we've had with great Porsches and are trying to mimic us. For us, though, it comes out of a love for the brand and the cars. ➔









## “The one thing that bothers me is this move away from using the cars. I like to see cars being used and driven”

One thing I find frustrating is they focus on the value appreciation. Sure, I think there's a big future in the market, as I think they're wonderful cars and there's a big mass market for them. There's a bigger prestige market for Porsche than any other brand. They've built a million now, yet there are at least one million and one who are into the brand! Also, a Porsche is more likely to be driven, which we like to see. These cars shouldn't just be an investment.

### **What do you think separates Porsche from Ferrari, Mercedes and the like?**

Quality, practicality, excitement and usability. I'm a huge Ferrari fan but Porsche and Ferrari are very different. As a sports car you can use as an everyday car, there's nothing that beats a 911. You can put a hell of a lot of miles on the car, they're incredibly durable, they're comfortable, you can see properly out of them. That's the great thing about the 911 – it's a wonderful everyday sports car. Sometimes people don't understand the value of these, but you must put this into perspective: with a top of the line Ferrari from the 1960s or 1970s, they look fine, they sound great, but then

step into a Porsche and drive that just as hard and you'll then question why the Porsche isn't worth as much. It's a much better car, plus it's practical, so you could argue there's an imbalance in value against the 911!

### **What Porsche have you owned?**

An RSK, 356 Speedster and a 1971 911. I'd love to get a 1964-1973 911 again, a long bonnet car.

### **What advice would you give to prospective buyers at an auction?**

Buy the best example you can find, and buy something you can feel passionate about being able to pass on to someone else. It must be something unusual that you relate to. It's all about having a story to tell: maybe the car has a special owner (who doesn't have to be famous), with a good, documented history. Those are the cars that are going to distinguish themselves from the masses. If it's a bog-standard 911 that doesn't have a special history or story to tell then it'll struggle. For an investment element, it has to be something different. Always go for originality over restoration – you can't make a car original again.

### **We've seen collectors today don't generally drive their Porsche. Do you agree this is missing the point of owning a 911?**

The one thing that bothers me about the new era of car collecting actually is this move away from using the cars. I like to see cars being used and driven. It's nice to hear about a car that's had a life with somebody; they don't have to have done the Tour Auto in it, but to say 'it had a great trip to the wine country with my wife', that's what owning such a car is all about. I immediately connect to that sort of car. Currently, people are obsessed with paint meter readings, which are just statistics, nothing more. I prefer more genuine human stories with a car that has much more meaning to it.

### **So what makes a 'Gooding car'?**

Whenever possible we try to find something that separates those cars from the rest of the herd, as I've mentioned; it all comes down to history. We're known for selling a lot of barn find cars, and that typifies the story behind the cars we like. Some don't understand this, they look at the car and say it's dirty, it's neglected, but it's authentic. There's ➡





**LEFT** The 964 RSR as featured in Total 911 issue 92 will feature prominently in the upcoming Gooding & Co auction at Pebble Beach  
**BELOW** David has overseen record-breaking Porsche sales such as the Porsche 996 GT1 Straßenversion in March





**BELOW** David takes great pride in his company's process of auctioning cars, guiding sellers through the process and advising buyers they can still drive their Porsche investment







a real purity to the car. We like to find something that is special and unique in any car we offer.

#### **What research goes into a car before it is offered at auction?**

We research the car extensively, we go to look at the cars and examine all the paperwork. Of course it varies because sometimes a car comes with lots of paperwork, courtesy of a very fastidious owner, and sometimes we have people call us up and say they have a car they know nothing about.

#### **So which scenario do you prefer?**

We like both! We prefer people who are transparent to deal with. If they know nothing, and they tell us as much, we can walk them through the entire process. There are people out there who can creatively add to a car's story, shall we say, so it's our job to sift through that and establish the car's genuine story. It's a lot of work but we enjoy it. Having said that, it's equally as fun to work with someone who's super knowledgeable too.

#### **What's more important: history or condition?**

History is important to me; history is interesting. I would rather see a really original car with no important ownership or race history over a car with all of that but looking at it, you don't really know what has truly gone on with the car. A really original car is a document that's survived through time. I'm into really early cars from around 1910,

and you see ripples in the metal on doors, for example; that's just through heating and shrinking of the metal, it comes with age. You just can't replicate things like that, and there are really good forgeries out there that fall down at this hurdle. Those wrinkles are interesting; it's part of what the car is. The cars with age to them are more memorable – I just think they look better. You can line up a row of ten people and show them lots of restored cars and then lots of unrestored cars and those people will always remember the character of the unrestored cars.

#### **How much do you guide an owner in the process of selling a car?**

We've had cases where we've actually advised people not to sell cars! This is because it might not be a matching numbers car and we know where the engine is, so we've advised the customer to reunite the engine with the car before selling. Timing is important.

#### **Is there an era of 911 that you're marking as still having some way to go in terms of value?**

I'm still a big believer in the early cars, the long-bonnet 911s from 1964-1973. All areas are strong and so many people are looking to the newer cars, as they think generationally that's where the future of investment is, but drive an early car: they're pure, they're beautiful, they're fun, and they look great. Having said that, post 1974-1980

still has a way to go, too. Find something that you relate to. One mistake people generally make is they think older cars may not be as fun to drive as they may not be as performance oriented, though I would argue they haven't driven these cars hard on the limit. You won't be going as fast, but you will be having a lot of fun. With an older car you can go faster and explore its limits more without risking being incarcerated for trying to do so!

#### **How did auctioning the Seinfeld Porsche collection in 2016 come about?**

He knew that we were really passionate about the marque and liked us as a company, our practises. We got along well so he called us up and said, "I'm thinking of doing this," and it worked out from there. Going over to him and seeing his collection was incredible.

#### **What's most exciting about the upcoming Pebble Beach auction?**

The 917! We've also got a stunning 964 RSR with a very cool history (the car is formerly owned by Travis drummer Neil Primrose and featured in Total 911 issue 92). There's a wide mix of cars for sale, not just Porsche. **911**

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Gooding & Co's Pebble Beach auction takes place at the Pebble Beach Equestrian Center on August 18 at 6pm and August 19 at 11am. Viewing of the lots is available from Wednesday August 16 at 10am.



# SUNRISE IN SNOWDONIA

The 996 signalled a new dawn for Porsche's Rennsport moniker. In a fitting tribute, *Total 911* takes the first GT3 RS for an early morning blast through the Welsh mountains

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Written by **Lee Sibley** Photography by **Rich Pearce**

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It's just gone half four on a Sunday morning and I'm already up and outside. The sun is yet to rise; its rays still to pierce the rugged landscape around me, its heat yet to burn away light dew sitting atop the surrounding grassy fields. The birds are certainly awake, their chipper notes sounding out from tree tops opposite our countryside accommodation. As I walk across a small gravel car park their song becomes distant, my ears instead attuned to the crunching of stone beneath my shoes with every step I take. I'm perhaps not quite awake yet, and so rationale is yet to kick in to my way of thinking: will my outside plodding wake up the hotel's fellow guests, who still no doubt have plenty of hours' sleep left ahead of them?

Aside from my own movements, the world is silent, dark and motionless. I try to be as light on my feet as I can, yet the soles of my Piloti Prototipo driving shoes are having none of it, crunching their way over the gravel with every step – why did I have to pick the parking spot furthest from the hotel?

Really, I should have been more worried about a reaction to what happens next, as I unlock the 996 GT3 RS, slide inside its cold, dark cabin, and fire up its flat-six engine with a sharp twist of the key in the ignition. The Rennsport flat-six barks into life, a rough, low growl pulsating from its tailpipes.

The best plan of action now would be to scarper from the scene sharpish in the car before any guests, awoken by my antics, can get to the window to identify the culprit behind their rousing. However, I've promised the owner of this glorious, hardcore 996 I'll give the car a couple of minutes to allow the fluids to warm up a little before pulling off. So I sit there, low in my seat, almost apologetic as I watch steam, illuminated red by the gentle glow of the 996's rear lights, rise up over that huge carbon rear wing, occupying the view through my internal mirror.

I begin to make better use of my time by manually sliding the cloth Recaro bucket seat forward on its runners, pulling my body closer to the steering wheel. There's not a great deal of rake adjustment to the steering column on 996-generation 911s but I pull it towards me as much as I can, raising it above and away from my knees, before buckling up with the red road belt – I opt against a full-on strap in from the five-point Schroth harness, though it is often employed in this particular car.

The 996's heaters are doing their best to clear the front screen of mist but, having just been turned on, the fans are merely delivering an icy blast; it's cold enough to shiver in the cabin. I'm grateful for alcantara lining the wheel, which isn't anywhere near as cold to grasp as a leather example. After ➔









a couple of minutes the amber glow of the centre-right clock shows there's a little heat in the engine, so I elect to pull away and make my escape in this rumbling Rennsport. Reversing out from the corner of the car park and rolling across its gravel floor, I eventually make it to the smooth surface of the road, the car's headlights illuminating a road sign at the next T-junction reading 'Snowdonia 7'. I follow its direction, intent on beating the morning sunrise to arrival at north Wales' spectacular mountain park.

This being Wales, there's not a single road that simply stretches forward in a straight line, which is exactly why we love the area so much: the roads are twisty, at times undulating, and hilly too, with envious variations in cambers. It's the perfect test bed for any sports car, and a demanding one this morning for what is the last truly analogue Porsche Rennsport.

It's getting marginally lighter now, the 996's Turbo headlights no longer washing out the upcoming topography so much. Glancing out my driver's-side external mirror, I notice the vertical side pane of the 996 RS's carbon fixed wing is more prominent against the lighter sky, its jagged form for the first time giving the purposeful look of a thoroughbred race car. The effect of the Rennsport's rear-biased aerodynamic addenda isn't felt at relatively modest speeds – in fact the car generally feels quite skittish, its steering pulling the car this way and that through every

contour and crack in the road's surface. The back end feels nervous, too, those cold tyres causing it to step out when pulling away from another T-junction. A shot of adrenaline runs through my entire body. I'm well aware this was the last RS without any traction control devices too, so the mere task of ensuring this 911 – somebody else's 911 – goes exactly where I'd like it to has well and truly woken me up. Not waking the locals has long since been forgotten, by the way.

As can be expected from a race car with licence plates, the ride is stiff, the car crashing rather than bouncing over the many surface irregularities of this well-trodden road as we reach Snowdonia's perimeter. It's raw in here then, and with reduced cladding (according for a large proportion of its 20kg saving over a requisite GT3), every sound from under the decklid feeds through to the driver's seat, from flywheel chatter right up to that god-like howl which accompanies my every prod of the accelerator pedal.

Aside from a four-point roll cage dominating the cabin's rear (and most of the view from the internal mirror), the 996 Rennsport, bereft of any rear seats of course, is typically sparse – only minimal equipment is installed for the chief purpose of racing. As such there's no aircon or lower-centre section of the dashboard at all for that matter, the 996 GT3 RS coming with just six options: a Clubsport package featuring half roll cage, six-point harness, Recaro

buckets, lightweight flywheel and a fire extinguisher, as here, plus a choice of red or blue decals to accentuate from the RS's Carrara white body colour.

Darkness has largely lifted now, though the tall mountains making up Snowdonia are too tall to let in the low sun's rays. It's not quite 6am, yet I've still not had to share the road with any other vehicle. As the route climbs in altitude, stubbornly hugging the mountainside and giving me good vision for half a mile ahead at a time, I elect to open up the Rennsport's throttle a little more, eager to see what else I can reveal of its character. I shift back into second; a cacophony of noise builds to a crescendo as the car dives forward, responding instantly to my kick at the bulkhead with the accelerator pedal. It is here where the 996 shares much with its 993 RS forbear, for when greater speeds are reached, the sum of this Rennsport's parts combine to create a scintillating driving machine.

There's plenty of low-down torque from the 3.6-litre engine, ensuring the RS is certainly no slouch from the off, but most impressive is the car's ability to pull strongly right through the rev range. There's only minimal drop-off between peak power at 7,400rpm and the redline at eight grand, encouraging you to keep your foot in for longer between gearshifts. The gears are quite long for short, twisty roads such as this, so I'm largely confined to second and third



### Model 996 GT3 RS

Year 2004

#### Engine

Capacity 3,600cc

Compression 11.7:1 ratio

Maximum power 380bhp @ 7,400rpm

Maximum torque 385Nm @ 5,000rpm

Transmission Six-speed G96 manual gearbox

#### Suspension

Front Independent; McPherson strut

Rear Independent; Multi-link

#### Wheels & tyres

Front 8.5x18-inch; 235/40/ZR18

Rear 11x18-inch; 295/30/ZR18

#### Dimensions

Length 4,435mm

Width 1,770mm

Weight 1,360kg

#### Performance

0-62mph 4.4 secs

Top speed 190mph











## How did the RS improve on the GT3?

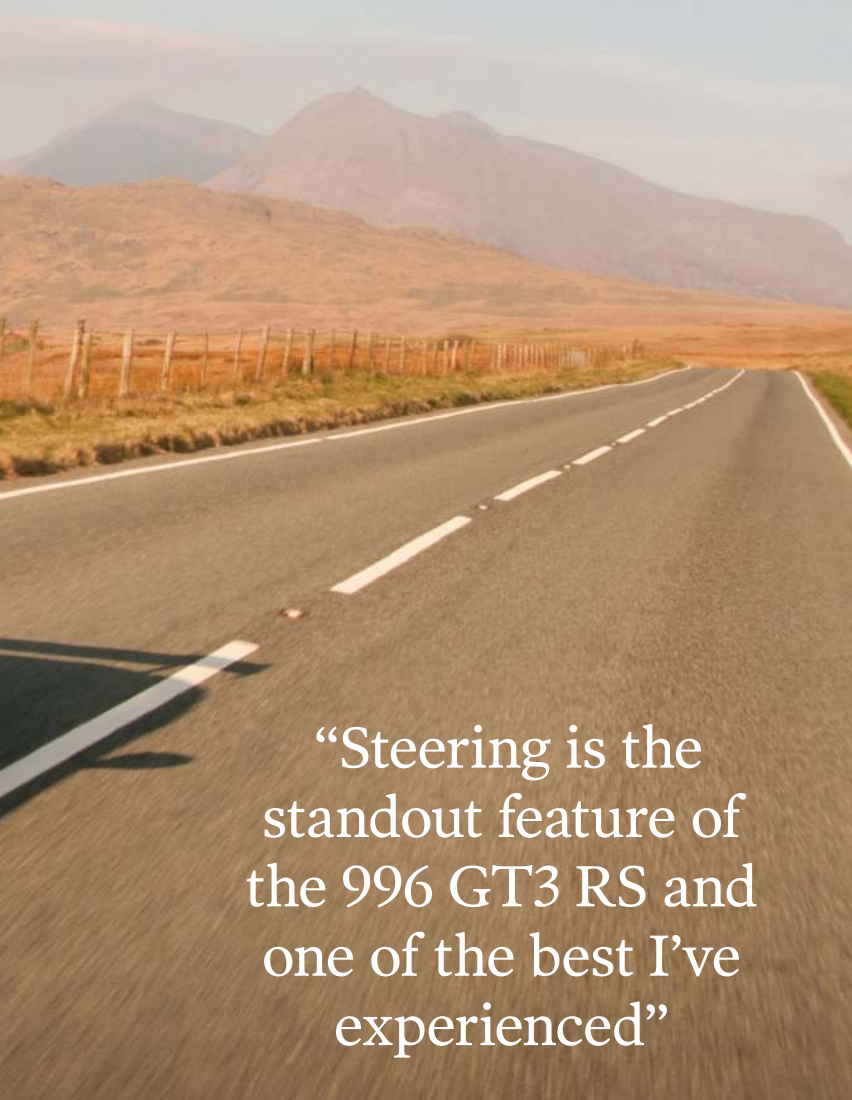
When it was launched in 2003, the GT3 RS came with the same 3.6-litre Mezger powerplant of the 996.2 GT3, which, unbelievably, wasn't bestowed with any further tuning from Weissach. With an identical power output of 380bhp, you could reasonably assume the usual Rennsport résumé of strict weight saving would guarantee the RS of its superior stature. However, the GT3 RS enjoyed only a 20kg saving over its GT3 sister, thanks to a carbon bonnet, fixed rear wing, polycarbonate rear screen, and the removal of sound deadening. This meant a reduced 0-60mph time of 0.1 seconds, hardly noticeable in the real world.

Those stats, admittedly lukewarm on paper, didn't exactly inspire GT3 owners to trade up for the all-new Rennsport, especially when the privilege had a price hike of more than £10,000 over the 996.2 GT3. Where the RS did improve on the GT3, though, was in greater precision, particularly with regards to suspension, utilising reinforced hubs from the GT3 R, plus two-piece front and rear transverse arms. The RS's springs and dampers were stiffer, and mounting points were changed. However, it took a brave punter to part with their cash on the promise of a salesman rather than any official written documentation from Porsche.

Only 682 cars were sold worldwide as Zuffenhausen struggled to sell its new Rennsport – meaning the 996 GT3 RS is one of the rarest Porsche GT cars you can buy. Of course, that has seen its stock soar in recent years, as collectors have recognised its relatively small production run. The reality though is most examples have been tracked and used exactly as Porsche intended. Regardless of this, some experts believe the 996 GT3 RS remains undervalued compared to other Rennsports, with prices currently sitting around the £150,000 mark for a car with less than 30,000 miles. By way of a comparison, the value of a 996.2 GT3 with similar miles is around £80,000, of which Porsche made 2,313.

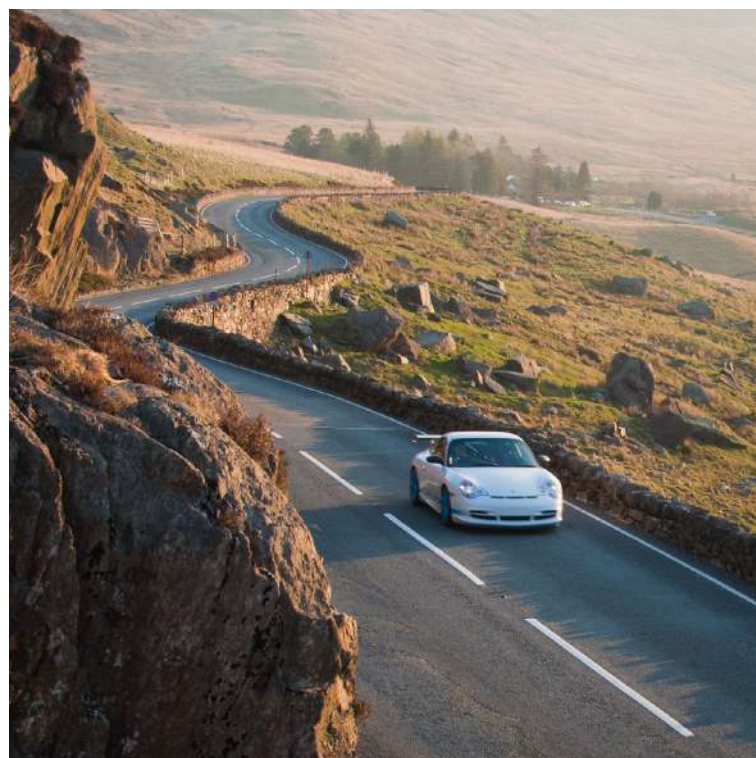






“Steering is the standout feature of the 996 GT3 RS and one of the best I’ve experienced”

The RS moniker, characteristic lightweight blue or red wheels and GT3 RS side decals link the 996 GT3 RS to historically important Porsches such as the Carrera 2.7 RS of 1973



ratios, though the action of swapping cogs is never a chore. With a 30 per cent reduced throw over a Carrera counterpart, the motion of each gear change with the alcantara-lined shifter is short, sharp and precise. Although showing a slight recalcitrance from cold, when fully warmed up this G96 gearbox is the perfect complement to an engine that just loves to be revved. This brings more good news, as the Rennsport's hunkering down at speed is where the car begins to come to life.

Carrying perhaps a little too much speed into the first of a succession of darting turns, I brake hard, the car seemingly standing on its front licence plate with the transfer of weight. Scrunching the toes in my right foot eases slight pressure from the brake pedal, so with the car settled I pull the steering wheel through 90-degrees to the right.

The car darts to the right as I point for the apex. Tyres now warm, its nose sticks right in, while at the back of the car, there's plenty of rear grip from the mighty Michelin Pilot Sport Cup 2 tyres. There's a little tyre roll, I can feel it, so I'm careful with the throttle so as to not to upset the narrow-bodied car too much in the middle of the bend. As we exit though, I wind off some steering and feed in the throttle, and whoosh, we're off once again, this time headed for a much tighter left turn where the diff revealed its impressive capabilities of keeping grip balanced at the back of the RS.

There's a lot to do to get the car set up properly for the turns, and it takes a while to execute them properly, though I am so grateful for the novels of information being fed back to me naturally by the car. With no driver aids aside from mechanically assisted

power steering and ABS diluting the experience, you simply get more feedback from the chassis beneath you which, bizarre though the concept may be for those who rely on digital traction control or stability management programs, puts you in greater control of what the car is actually doing.

The catalyst for this glorious transience in car communication can be found at the 996 Rennsport's wheel. Its steering, which at points earlier in the morning gave me plenty to do, comes alive at speed, its previous reluctance to track straight converting into an astute connoisseur of the road's surface and the car's behaviour over it. It's wonderfully direct, too – and this particular car is deliberately set up for fast-road driving, meaning there's more directness to unlock with a healthy dialling of some negative front wheel camber. Without doubt, it is the standout feature of the 996 GT3 RS, and perhaps the best steering system of any 911 I've ever experienced.

Some may find issue with the brakes, for they don't possess a ruthlessness in bringing the car to a stop like those found in the wheels of newer Neunelfers, and you have to really lean on them for an effective scrubbing of speed. I like this however, with plenty of pedal travel making heel-and-toe shifts easier to execute, while plenty of feel is provided through that middle pedal (helped by the fact ABS isn't overzealous in stepping in during hard braking).

Reaching the long, straight road into Llanberis, I can't resist another prod of the accelerator pedal, feeling the RS hunker down into the floor as I blitz through second, third and fourth gears. What an incredible machine this is! I long for a track to really wring its neck out.

Bringing the car down to a sensible speed, I look right and realise the land is drenched in daylight; it's sunrise. The sun's angle to the land creates a fascinating shadow of the 996, its rear wing even more ostentatious as it follows on a granite wall alongside the car.

The first bursts of eager holiday traffic begin to emerge, and I quickly realise this is no place to try and drive a 996 GT3 RS fast. Adrenaline from my early morning blast wearing off, I elect to pull over, kill the engine, and begin a small ascent up a steep cliff face for some reflection and a better view. Watching the shadows erase themselves from the base of this steep valley, I realise this moment presents the perfect metaphor for the legacy since created of the 996 down below me.

The first of an entirely new generation of Rennsports, the 996 represented the start of a new dawn for Porsche's ultimate road-legal race car. Looking back, it was a risky move for Porsche, particularly in light of the financial troubles still fresh in the company's mind from the start of the 21st century. Did they really *need* to build an RS?

The introduction of the GT3 beneath it threatened the RS's outright supremacy, particularly when performance gains over the softer track car weren't as immediately obvious on paper. However, a spirited drive behind the wheel soon reveals why the more focused GT3 car was fully deserving of its additional RS moniker. Lithe, responsive and even more precise, building the 996 RS was a move that has more than paid off for Porsche – as the four subsequent models have gone on to testify, the GT3 Rennsport's star is very much shining brightly. **911**





TECHNOLOGY EXPLAINED

# PORSCHE ACTIVE SUSPENSION MANAGEMENT

Porsche has used active suspension management on its 911 for decades, but how does it work?

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Written by **Kieron Fennelly** Photography by **Porsche Archive**

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Though it essentially debuted on the 959 of 1986, PASM first became available as an option on the 997.1 Carrera S of 2004. Today, PASM comes as standard equipment on the 991.2 Carrera

**T**he idea of an automobile suspension that's continuously adjustable according to road conditions has been around since the 1960s, but hasn't been accomplished until comparatively recently. Before World War II, the advent of dampers, commonly but inaccurately called shock absorbers, gave us greater control over springs. Essentially dampers are telescopic chambers, usually fluid-filled, that prevent springs from rebounding by absorbing – or damping – the energy generated by vertical movement. Damping made car behaviour more controllable and contributed to much more acceptable conditions for driver and passengers alike, but spring rates and damper settings were a necessity of compromise. A harder suspension improved handling, within limits; a softer suspension generally made for a more comfortable straight roads at the risk of upsetting passengers, and making control more difficult around corners.

Aware that a minority of owners would've liked a firmer suspension than the standard, though much praised, setup of the 993, Porsche

developed its MP31 option: this addressed the growing interest in track days, but many owners found that the ride was then too hard for everyday use. The same criticism was made of the M030 harder suspension option available on the

**“Within each mode there are five specific software modules, which map every type of driving condition”**

996. The compromised nature of the 996 GT2's suspension was the subject of much reproach in the motoring press, which lacked, it was claimed, the refinement of the Turbo, and failed to be firm enough as the GT2's cornering limits neared.

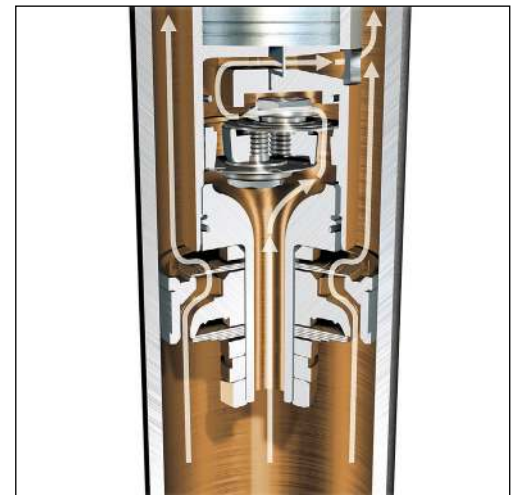
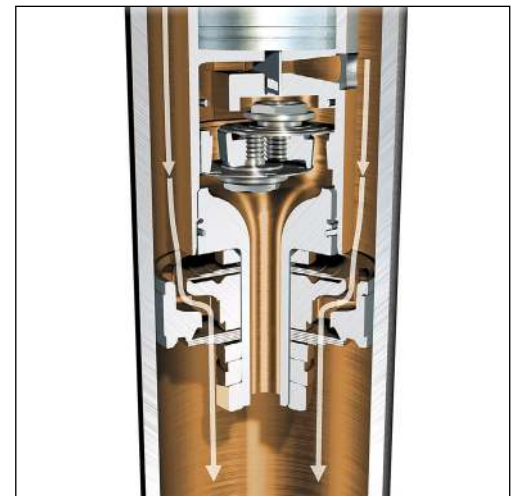
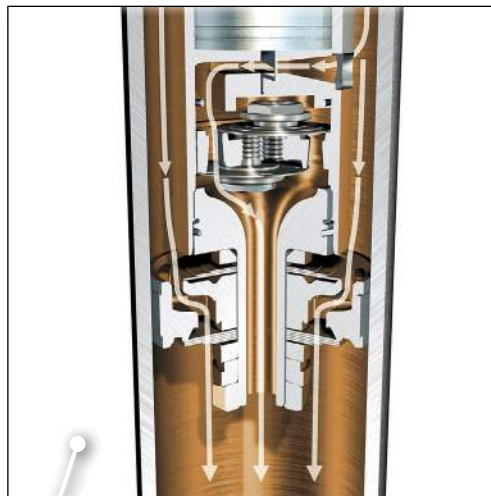
The relentless advance of electronics would eventually provide a means of dynamic control of both the chassis and suspension: the first major development was ABS in the 1980s which stopped brakes locking the wheels; this extended to traction control which prevented driving wheels from spinning. Using the same mechanism, Porsche's Automatic Brake Differential applied this principle to the driving axle to supplement the role of the LSD. Stability control – in Porsche parlance PSM – followed. Standard on the 986/996, PSM used sensors which detected lateral movement and applied braking to individual wheels to restore balance where the car was deviating from the driver's cornering trajectory.

If tuning the suspension for individual outings is normal for a competition car, it is hardly practical for a road car, but what really brought the matter of dynamic adjustment into focus at Porsche was the development of the E1, the Cayenne. With its high centre of gravity and need for long travel springing, there was an obvious danger that the 2-tonne SUV could wallow and roll in a most un-Porsche like fashion. Weissach ➡





Though PASM has two modes, it is always making adjustments based on five software modules. The PASM button merely affects the range in which these calculations are made. As well as a fixed valve in the main piston, a PASM damper has an electronically actuated bypass valve which slides open and closed. The smaller the valve cross section, the harder the damping (right).



resolved this with a combination of self-levelling air suspension and a damper control system – PASM – which provided three stiffness levels selectable from the cockpit. Experience from the Cayenne was applied to the 911, and the 997.1 C2/4S became the first models to have PASM.

A two-mode system, where ‘normal’ was the default position and ‘Sport’ was selectable by the driver, a PASM-equipped 997 sat 10mm lower. Porsche’s stated intention was to “maintain high levels of comfort while increasing performance”.

PASM on the 997 is, however, more sophisticated than simply ‘on’ or ‘off’. Within each mode there are five specific software modules, which between them map every type of driving condition so the dampers are continuously adjusting themselves; this entails some overlap between the two modes. For example, hard damping, which provides better adhesion on a smooth surface, will allow the wheels to skitter laterally on a suddenly encountered rough surface: sensors detect this, and the software intervenes to soften the set-up for as long as necessary, even though ‘Sport’ has been selected. Depending on information from the various sensors, this may momentarily deliver a more pliant ride than ‘normal’ mode, but will revert as soon as the surface improves. Besides

demonstrating true dynamic chassis management, all this occurs in a fraction of a second, a timeframe vastly more compressed than the human brain’s ability to perceive and react.

PASM also responds to sudden movements of the steering wheel, such as swerving to avoid an obstacle, hardening damping and increasing stability, and the same occurs with a sudden vertical movement, like a hump, which could otherwise destabilise the car. By the same logic, the dampers adjust themselves during hard cornering and braking again to reduce lurch or tilt and reinforce stability. Damper adjustment is achieved by electronic control of the valve between the damper’s two chambers. Reducing the rate of flow as dictated by the many sensors involved hardens the damper, and increasing the flow softens the damper’s action.

In a 997 C2S, Walter Röhrl recorded a 9:05s lap at Nürburgring in ‘normal’ mode, and reduced this to 9:02s in ‘Sport’; to put this into perspective, he took a second 997 C2S with the Sport suspension option (no PASM), LSD, and traction control to a 7:59s timing. A decade later, subsequent developments of PASM on the 991 have concentrated on enhancing its sensitivity and effectiveness, but the principle and basic mechanisms have remained the same. **911**





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# A BIG FISH

Group 5 rules offered manufacturers great freedom to modify their cars in the silhouette class, so Norbert Singer pushed the rules to the limit and gave us the Porsche 935/78 'Moby Dick', as Total 911 investigates...





Written & Photographed by **Glen Smale**

In the 1970s, Porsche had much going for it on the worldwide motorsport stage. Firstly, it learned how to dominate with turbocharging, and secondly, it had in Ernst Fuhrmann a CEO who believed in the commercial benefits of motorsport. Then there was one Norbert Singer, a motorsport engineer who originally wanted to work in aeronautics but when a position at Porsche presented itself in March 1970, he took that instead.

With an interest in aerospace, Singer's knowledge of aerodynamics and weight conservation came in handy when working with racing cars. Singer's first task at Porsche involved cooling on the mighty 917s,

but in just a few short years he was already making his presence felt in Porsche's wider race department.

At the start of the 1976 season, Group 5 regulations referred to a 'silhouette' car, but any definition of what a 'silhouette' comprised was notable by its absence. This term, though, was deliberately loose in its meaning so that the manufacturers competing in Group 5 could develop race cars that looked like a production car, but were clearly powerful, all-out racing machines. Porsche's contender for Group 5 was the 935, but the model had to go through two evolutions of development before the third iteration, the mighty 935/78, or 'Moby Dick,' was born.

When the first version of the 935 appeared in 1976, it featured a flatter rear wing and headlights in their conventional position in the fenders, but the 1977 version already showed signs of where the ultimate 935 was heading. The headlights had been removed from the conventionally shaped fenders, which were now downward sloping and more streamlined. Norbert Singer was the project engineer on the 935: "My favourite aspect at the time was the regulation on the fenders. With wider tyres, we needed an extra 50mm but the FIA wanted to avoid these ugly wheel arch extensions, so they said the shape of the fenders would be free. So luckily, or unfortunately, ➡





Taking full advantage of a loophole in Group 5 rules, the Moby Dick is instantly recognisable for any Porsche fan for its outlandish silhouette rather than any on-track accomplishments, which were only loosely based on a 911 road car



it depends who you were working for, the fender of the 911 was very wide because you had the headlights in the fenders. With the fenders being free you could modify the 911 completely, so we took the headlights and put them down in the bumper, making it look completely different," he says.

The regulations required the manufacturer to keep the windows from the production car, as Singer explains to us with a smile, "We made a new rear window, a kind of double window. We left the old production window inside but we put another window on top, so you could easily see the production window from the outside, but the airflow was much better." The 935/78 was also fitted with a long tail, which maximised the air flowing off the modified rear bodywork, making the car almost as fast as the prototypes at Le Mans.

If Singer's interpretation of the rules relating to the double rear window and the front fenders were ingenious, the lowering of the whole car by 8cm was the icing on the cake. Ford and BMW also raced in the World Championship, but they were handicapped because of their front engines, as regulations required the exhaust pipes to exit behind the centre of the wheelbase. Because of its rear engine, Porsche didn't have this problem, as the exhausts didn't have to pass under the floor of the car. The other manufacturers

wanted to change this regulation, allowing them to modify the door sill, thereby lowering the ride height of the car. In a meeting with the FIA, it was agreed by all the competitors that the sill could be modified to allow the car to be lowered and for the exhaust to exit in the same place. Fortunately for Singer, the new regulation allowing this modification was written in general terms. "After we left the meeting I had the idea that by being allowed to modify the sill, we could cut it along its full length – this was the 8cm that we cut out," Singer explains with a satisfied grin.

As the front and rear fenders had been widened significantly, it seemed perfectly logical to complete this extension over the door too, to avoid creating excessive air turbulence along the side of the car. Because this was, in Singer's words, on the 'edge of the regulations', he invited members of the FIA's Technical Subcommittee to inspect the car at Weissach; well-known journalist and racing driver Paul Frere, and Curt Schild, a Swiss engineer, arrived to inspect the car. "They were actually close to having a heart attack," recalls Singer. "What are you doing?" they exclaimed, but we explained our ideas in terms of the regulations, and in the end, they agreed that it conformed to the regulations, and they submitted their report to the Technical Commission. But the Technical Commission said, 'No way!'"



The problem was that Porsche only received the Commission's final answer about three weeks before the first race. With the first race looming, something had to be done, as Singer explains, "I went back to the wind tunnel to see how we could work out a compromise, and it turned out that the first section along the door was the most important part." With this finding, Singer and his team fabricated a partial door cover, approximately 12 to 14 inches in length, to replace the full door cover. "This was aerodynamically nearly as good as the complete cover with the NACA duct. In the end, we had a solution which was, let's say, 95 per cent as good as the original one, and although it didn't look as good, on the technical side it gave almost the same efficiency."

Engine development saw the introduction of a first for the company: water cooling in a 911. The regulations required a production engine block, with some machining permitted, but the heads could be modified. This worked perfectly for Porsche as this allowed it to retain traditional air-cooling for the cylinders, but water-cooling for the heads allowed the introduction of four-valves per cylinder. This meant that the fan, which had to be retained by regulation, could now be smaller as it only had the cylinders to cool. Each bank of cylinders had its own water pump, which was gear-driven, the water-cooling thus ➤





## The Moby Dick name

During the building process of Moby Dick, the car was on stands in the workshop at Weissach without wheels; this height made it easier to work on and for the mechanics to work under the car as required. Once the car was completed and ready for its first test run, the racer was painted completely in white.

Norbert Singer recalls with some humour the moment Moby Dick was rolled out: "You can imagine, after seeing the car for weeks at a certain level, you get used to it. Then you fit the wheels and bring it down to the floor, and this combination of being 8cm lower, the increased width, and the car being much longer, it was quite a shock, and one of the mechanics said 'It looks like Moby Dick.' And that just stuck."







Seating position was moved to the right-hand-side on Moby Dick for better balance on predominantly clockwise circuits; gearbox oil cooler lay behind duct aft of driver's door

## Model 935/78

Year 1978

### Engine

Capacity 3,211cc

Compression 70:1 ratio

Maximum power 750bhp @ 8,200rpm (max: 845bhp @ 8,200rpm)

Maximum torque 784Nm @ 6,600rpm

Transmission 4-speed manual (Type 930/50)

### Suspension

Front Wishbones; MacPherson struts

Rear Aluminium semi-trailing arms; Progressive rate coil springs; Bilstein gas-filled telescopic dampers

### Wheels

Front 11x16-inch light alloy with centre-lock nut

Rear 15x19-inch light alloy with centre-lock nut

### Dimensions

Length 4,890mm

Width 1,990mm

Weight 1,025kg

### Performance

0-62mph 4.5 secs

Top speed 227 mph







lowering the temperature of the heads significantly, and thereby increasing the operational efficiency. With the increased pressures achieved in a turbo-charged engine, welding the heads to the cylinders of the 935/78 was of great benefit, while at the same time doing away with the need for a gasket.

Power increases also came from a more compact, efficient combustion chamber, a higher compression ratio, as well as the four-valve heads, which were operated by twin overhead cams. The operational rev limit was still 8,000rpm, as on the previous 2.8-litre engine, but the additional power generated by the 3.2-litre engine was achieved largely through higher turbo boost. Turbo power was supplied through twin KKK turbochargers, coupled with Porsche-designed wastegates, with cockpit adjustable boost pressure for the driver. With a boost pressure of 21psi, 750bhp at 8,200rpm was achieved, but with the boost turned up to 25psi, as much as 845bhp was possible.

The gearbox on Moby Dick was inverted due to the car's lower ride; this was done to avoid the half shaft being at too extreme an angle for racing. The four-speed gearbox was otherwise the same as that used on the earlier 934 and 935 models, with drive to the rear wheels being solid, dispensing with the need for a differential, and the gearbox oil cooler was located in the right rear fender.

With the engine heads being water cooled, this obviously required the installation of a water radiator. The dry sump also required an oil cooler, but there were insufficient holes through which to collect air separately for the engine, oil cooler, gearbox oil cooler, and the intercooler. The problem was solved in a manner of speaking, insofar as the engine and oil cooling were concerned, with the installation of two radiators low down in the nose, one behind the other. Singer explains the limitations of this setup, "When you put two radiators one behind the other, neither of the radiators is really working at its optimum because of the reduced airflow." The rear radiator is receiving warmer air from the front one, and the pressure distribution from the front to the rear of the first radiator is different. "So, the first radiator is handicapped and the second is even more handicapped, that is why they are both so big."

Most circuits that Porsche raced at in Europe ran in a clockwise direction, and as such most corners were right-handers, as Singer explains, "In the past, because you had more corners to the right, they placed the driver on the inside to keep the weight distribution favouring the right, or the inside. So, we

decided the next step to improve the 935 would be to put the driver on the right," Singer points out. The only potential problem was changing gears, because on race cars like the 917, the gear stick was on the right-hand side, but in this case, it was not possible to move the shifter to the right-hand side. "We could have moved it, because this was free to move, but we had a short discussion in-house because we thought that the drivers might mis-shift and over-rev the engine. I called Jochen Mass and Jacky Ickx, as they were the drivers, and I asked them what they thought and they told us, 'No problem, we sometimes race in England with road cars, so we will get used to it after just a few laps.'"

## "Regulations referred to a 'silhouette' car, but any definition of what that comprised was notable by its absence"

On 14 May 1978, Moby Dick rolled onto the Tarmac for the 6 Hours of Silverstone and delivered its first, and only, race victory. Jacky Ickx qualified the 935/78 in pole position, beating the second-placed car, another Porsche 935, by two seconds. The race itself started in wet conditions, and Jochen Mass made good his escape, and before long was so far ahead

of the rest of the field that the following horde was unaffected by his spray. The Ickx/Mass car was never troubled, and romped home seven laps clear of the second-placed car.

Le Mans, a month later, was rather a different story. Qualifying started well enough, with the number 43 car placed third on the grid, three seconds behind the Porsche 936 prototype on pole. Moby Dick, though, was beset with niggling problems throughout the race, none of which were big in themselves, but the car was unable to realise its full potential. "Unfortunately, the engine had a very high fuel consumption and we had 32 regular pit stops, even though we were fast. Then, we had trouble with a small oil leak and this required two extra pit stops to fix. We also had a puncture, so I think we had about 36 pit stops in total, which is way too much. But with the performance, the car's top speed and the lap time that we did in practice, I was quite happy," Norbert Singer admits.

While the car in period achieved less than might have been expected, the 935 'Moby Dick' nevertheless represents a time when relative freedom and liberal interpretation of the rules allowed such outlandish cars to be built. Norbert Singer's interpretation of these loose rules was bordering on the outrageous, almost rebellious, but the silhouette era saw some of the most colourful and competitive racing in recent history. We are all the richer for such wild thinking, the likes of which we are unlikely to see at top-level, factory racing ever again. **911**



# MOBY'S LEGACY

Inspired by its blistering race cars of the 1970s, Porsche's 'special wishes' department brought the Turbo Flatnose to the road. Total 911 reveals the story of a rare Flachbau in California

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Written & photographed by **Rich Pearce**

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Model **930 Turbo**

Year **1982**

**Engine**

**Capacity** 3,299cc

**Compression** 70:1

**ratio**

**Maximum power** 330hp @ 5,500rpm

**Maximum torque** 432Nm @ 4,000rpm

**Transmission** Four-speed manual

**Suspension**

**Front** Independent; Macpherson strut; torsion bars

**Rear** Independent; trailing wishbones; telescopic dampers; torsion bars

**Wheels & tyres**

**Front** 7x16-inch Fuchs; 205/55/VR16

**Rear** 9x16-inch Fuchs; 225/50/VR16

**Dimensions**

**Length** 4,491mm

**Width** 1,775mm

**Weight** 1,400kg (est)

**Performance**

**0-62mph** 4.6 seconds

**Top speed** 173mph





The flatnose features pop-up headlamps which sit flush with the bonnet when not in use to maximise airflow across its slanted front face



There are many sights to see in beautiful Malibu. Home to a Mediterranean climate with azure seas and golden sands, beach life is abundant practically every day. A matter of yards back from the water's edge, one of the States' best roads in Pacific Coast Highway snakes its way north, while lavish homes of the rich and famous sit in the hills high above. Among the palm trees and general beautiful scenery you'll find an assortment of automotive exotica on the streets including, of course, many different iterations of Porsche's 911.

With such extravagance in one small area, standing out from the crowd can prove difficult. However, a certain 1982 Turbo in Chiffon white, owned by close friends Rob and Eddy, manages to do so with aplomb.

Not only is it a usable classic, its turbocharged flat six engine cooled by air, its silhouette offers something very different from the usual Porsche 911 outline. This is because Rob and Eddy's car is in fact a 'slantnose' 930 Turbo – a factory 'Sonderwunsch' car from 1982.

The history of Porsche's Flachbau Turbo is well documented. Inspired by those dominant Porsche 935 race cars developed between 1976 and 1981, their front end is flattened and headlights flushed into the body in the name of better aerodynamics. At first it appears Porsche was keen to deter customer demand, particularly while the race cars were in build, though for those who persisted, an extravagant flatnose option was available via the Sonderwunsch 'special wishes' program – at considerable cost.

Perhaps the most famous example of this is the 935 'Street' commissioned by Mansour Ojeh, his 1983 Turbo delivering on a vision to have a "935 racing car for the street – but with all the luxuries, of course." With super-wide rear wheel arches and a striking, fixed rear wing, Ojeh's car very much took on the silhouette of a 935 race car, and it is said that subsequent commissions of flatnose 930s lead Porsche to formalise its 'Exclusive' department in 1986. This was celebrated, of course, by the special-

the car before recognising its significance. As we sit under the glare of the summer sun in the mountains above Malibu beach, Eddy tells us, "I hadn't had it long when it developed a minor oil leak, so I took it to TLG Auto, who are renowned specialists in my area. Before long they called me back to say they'd never come across a factory slantnose this early before. I then did a bit more digging, spoke with a few more reputable specialists, and we realised it could be the only one of its kind in California."

So how did Rob and Eddy come to own this Flachbau? "The car was originally special ordered by a wealthy physician from Arizona in 1981, built as a European model," Eddy tells **Total 911**. "It was then delivered in Germany in 1982 and shipped to the US later that year, and federalised by passing inspections,

making the car operable in the States. The physician then sold the car to a Californian gentleman in 1986, who registered it here, which as a pre-1989 car allows us to drive it in the States to this day, despite our strict emissions rules. We acquired the car earlier this year as we're huge Porsche fans, and love how the Flachbau has a similar silhouette to one of our favourite cars of all time, the Ferrari F40. I'm enamoured by its front profile, that race-car-for-the-road look. We wanted a 930 Flachbau as the perfect homage to that iconic appearance."

Eddy's 930 looks similar to what Porsche later would officially recognise as a 505/506-coded 930 SE, those familiar front fenders replaced by flat, raked panels with extensive work carried out to the nose ➡

## "Eddy's 930 is one of the earliest slantnose Porsches residing in the USA"

edition 930 SE, which was the first time the slantnose was officially made available for a US market that had banned the 911 Turbo outright between 1979 and 1986.

Though this special-edition Flachbau Turbo was the first time Porsche would officially adopt the slantnose look for its road cars, records show the company was creating these alternatively silhouetted 911s as far back as 1981, with around 984 slantnose Turbos produced worldwide (this figure varies due to the secretive nature of the Sonderwunsch program).

This means that, as a 1982MY Turbo, Rob and Eddy's 930 is one of the earliest slantnose Porsches in existence, and, as Eddy would later find out, very likely the only California legal slant nose from 1982. Even better, then, that Rob and Eddy would acquire





**BELOW AND RIGHT** With no upright fenders, the view through the windscreen is very different for a driver of this unique Turbo







underneath. There are exit vents above each front wheel to aid downforce, and pop-up lights stationed ahead of them; the lights, however, lack the neater plastic housings fitted to 505/506-coded 930 SEs. Like those later cars though, Rob and Eddy's car sports much wider side sills, leading to a large air intake for the rear brakes punctuated by horizontal tri-slats.

Everything else about Rob and Eddy's car is standard 930, including a fixed tea tray rear wing covering a single large intercooler above the 330hp, 3.3-litre M930/60 engine. This is mated to a four-speed G930/34 gearbox, with an optional limited slip differential helping to mitigate power at the 911's rear axle. The car's Chiffon white hue was a period option for the 1981, 1982 and 1983 model years and looks glorious in the metal, offset by a brown leather interior – again a popular combination of the period.

In fact, sitting inside the Turbo proves a nice place to reside. Widespread use of that brown leather extends to the dashboard, differentiating from many 911s of the period that seemed limited to black, while the Turbo's Sport seats offer a supreme hold for its occupant. Those iconic five dials nestled behind the steering wheel are immediately recognisable, replete with small 'boost' dial on the centre VDO clock. There are otherwise subtle differences present in comparison to a 505/506-coded SE, starting with the steering wheel. The wheel in the SE of 1986 is a three spoke, whereas the wheel here is similar to an SC wheel in stock form (Eddy has swapped this out for a Clubsport item). The later Turbo SE has a dashboard taken from the 3.2 Carrera, meaning it has larger air vents than those found in Eddy's 1982 930, the later car also getting an extra door tweeter speaker for better-quality audio. Looking out through the windscreen of both presents a similar view though, that being a glorious perspective of the road ahead uninterrupted by the tall front fenders found on normal production 930s.

Operating those funky front lights on this slantnose is a similar affair to that of its classic-shaped Turbo contemporaries. Pulling the far-left lever all the way out, which sits level with the 930's ignition, will see the lights arise from their inner-body slumber to illuminate the road ahead. We've long since loved the look of the slantnose SE here at **Total 911**, though we'll admit that from head-on, the sight of those protruding lights from the Turbo's body looks a little unkempt without the plastic wire housing found on those later, official SE cars. Pushing the dashboard-mounted lever back in, however, sees

the lights switch off and fold back down to maintain that wonderful alternative silhouette made famous by the 935 race cars such as Moby Dick.

Eddy is quick to show us an array of documents that allude to the unique story of this Flachbau Turbo, including a Porsche Certificate of Authenticity, and also an aluminium door tag and accompanying certificate that shows the car was BAR (Bureau of Automotive Repair) certified, showing it is legal to drive in the state of California. It's something Eddy has been happy to do since taking ownership of the car: "I love driving the flatnose because it's so different to anything else you see, even in the realms of the 911. I've had plenty of offers from enthusiasts keen to part with big money for the car, and an auction house has even been in touch, but I'm not interested. I'm fulfilling my childhood dream of driving a car with that F40-style look, in a package that's unmistakably Porsche. What more could you ask for? Plus from a practical point of view, it has air conditioning, which is a must for any car based in these parts, so there are no excuses!"

That it is a standard 1982MY Turbo in terms of engine output and gearbox configuration means Eddy's 930 bears the usual early Turbo traits, performance being fairly sedate until the turbocharger awakens to thrust the car forward venomously after 4,000rpm. Overly long ratios means getting the gearing right is essential for making good progress along these twisty roads above Malibu, though Eddy is happy to sit back and relax at the wheel of his special Porsche Turbo.

The car looks best when at cruising speeds though, the sun glistening sharply off its flat face. As Eddy climbs up Mulholland Highway it is fascinating to witness how amendments to two front wings can transform the entire appearance of the 930 Turbo. From the front it looks unlike anything else to have left Zuffenhausen with the Porsche 911 appendage on its decklid. Following from behind, its aesthetics are quintessential 930; only when making a sharp right or left turn do you notice the car's form deviating substantially at its nose from that of a regular, classic fender Turbo.

Its wide body, flat front end and pop-up headlights are a glorious throwback to the 1980s, a time renowned for its great excesses – and 35 years on, the car still looks resplendent out on these Californian highways. Such an early car may never have been destined for America, yet even in a place as exotic as Malibu, the 930 Flachbau looks right at home. **911**







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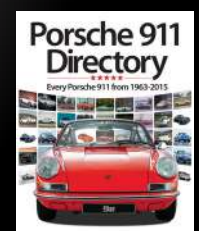
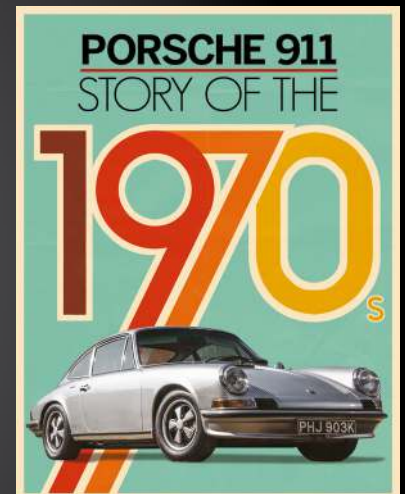
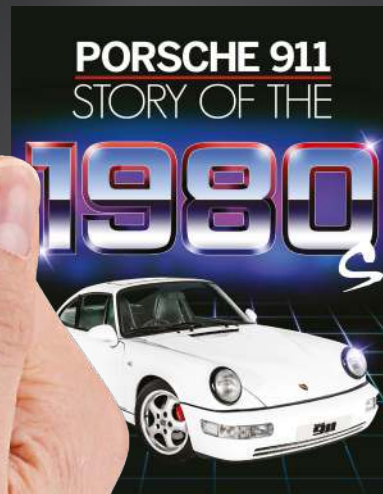
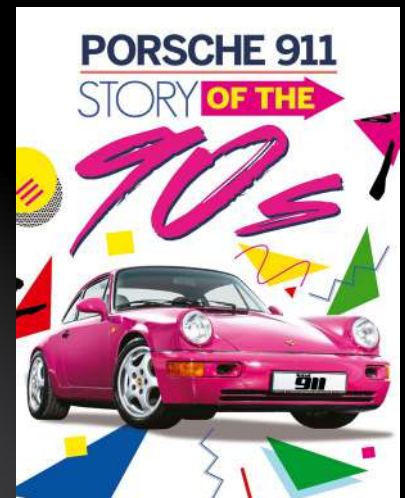
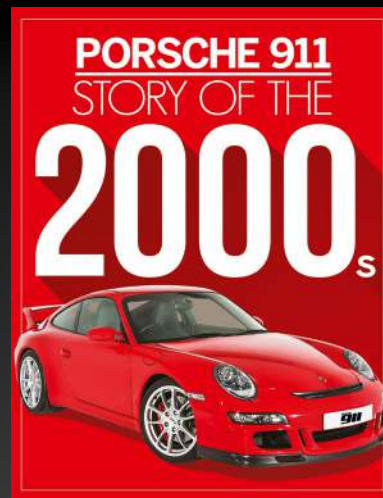


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# Living<sup>the</sup> Legend

Our band of contributors from around the world share their real-life experiences with their Porsche 911s



**Gina Purcell**  
Oxford, UK

**Model 911 SC**  
**Year 1982**  
**Acquired April 2014**  
**Model 964 Carrera 4**  
**Year 1989**  
**Acquired September 2004**



I recently had Steffi the SC's electrical system upgraded with all the new Classic Retrofit goodies, but the timing was against me. I was looking forward to piling on some miles to test my newly invigorated vehicle, but the work was completed shortly before a temporary separation from my toys! Don't feel sorry for me... the 'interruption' was a fortnight of 911 heaven in the form of our Franco/Spanish driving holiday in my husband Alan's Carrera 3.2 – happy days!

Rather than take the Channel Tunnel, we decided to try the Brittany Ferries route from Portsmouth instead. After arrival in Le Havre, we made our way

to Le Mans, a week before Porsche's breathtaking victory. Whilst we couldn't drive the whole lap, we did manage a few loops around most of the Mulsanne Straight, Indianapolis and up beyond Arnage with barely any other traffic on the public sections! We took it as a sign of impending Porsche success.

From Le Mans we took the main route down to our first overnight stop at Orcines, outside Clermont-Ferrand. With Autoroute as our guide we made it to our next stop at Les Vignes in the Gorges du Tarn, where the driving became a lot more full-on and Porsche-worthy – with the bonus of stunning views from Mont Aigoual. The next day saw us rest up in Albi after having taken in a circuitous trip over and under the stunning Millau Bridge. Next, we headed southwest, soon

scurrying over the Pyrenees and into Spain. We also box-ticked some notable French 'Porsche' roads: the D996, D986, D993 and D964!

Another rest stop at the Parador De Vielha was needed before we bit into some favourite roads like the N-260, which dropped us into our favourite bolthole near Platja d'Aro. This was our springboard into some of the best driving roads that Europe has to offer: wide and well surfaced open sweepers that link tight, technical twisties that never seem to wane in their generosity when it comes to scenery that, no matter how much you love driving, simply stops you in your tracks and demands your adoration.

We kept heading west, stopping overnight at El Puig, followed by a hotel in the beautiful village of Gallipienzo, which





overlooks the Río Aragón. We persisted onwards to the next stop by Cervera de Pisuerga, carving into the Picos de Europa, plying a serpentine route that eventually led to our last hotel on the coast near Gijón. The last leg took us via the coast to Santander for the ferry home, and even that contained some great twisty trails.

It was a fabulous and concentrated 2,500 miles, made all the better for striking out the long stretch home across France, which makes sense with a car on a limited mileage insurance policy. Sabine the 3.2 has been the ideal travelling companion; part packhorse when required, but always the thoroughbred when given free rein to wring out every last drop of driving enjoyment. An air-cooled 911 is the right size for the older Spanish roads we drove, enabling us to scoot past the slow traffic. She is the perfect machine!



**Sean Parr**  
Harpندن, UK

 @inveloveritas

**Model 912**  
**Year 1967**  
**Acquired November 2014**



The quality lives on far beyond the point at which you remember the price – I may be paraphrasing slightly wrong, but this axiom was never more apt than with a Porsche. My 912 is 50 years old this year, it's been rusty in parts, and it's broken down occasionally, but it's still a staggeringly brilliant car with far more substantial levels of quality than a modern car of similar cost, and even more importantly, it smells really nice.

I have often wondered over the past months why I keep my 912. After all, I don't seem to drive it much, and is an old Porsche a luxury I can seriously afford? But I can't sell it... partly because I would never be able to afford another one – I am not someone who goes and spends £40,000 on a car! But really it's because I am deeply in love with it; I regularly go downstairs to the garage with no purpose other than to look at it, the best looking car I have ever seen. It's a long way from perfect,

there are odd paint runs and badly matched off-green bits of paint hiding scuffs and scratches on the bumpers. The chips of paint from where I have dropped the odd spanner on the body, but *oh, my, god*, that thing is lovely! I just stand at the door and drink it in. Low and lithe, it is nearly perfect, and tiny too; to anyone who drives a modern Porsche, park next to a 1960s car and marvel at how absolutely wee it looks, but still with purpose and a great design.

Design lights up my life. Our friend Butzi Porsche had an eye for a car like few others in history, and there just isn't an angle from which it looks wrong. The one thing missing has always been the sound, as much as I love the 912, the sound of a 911 is, to my mind, the best sound in motoring. I love it and I simply have never really loved the sound of the 912.

I read an article in an Australian sports car magazine years ago where a journalist came to Europe to drive a 912. He loved the fact that you could leave a 'Billy' (a tin can we use in Aus to boil up tea) in the engine bay and it would warm up the water (not sure if this is correct). I have searched to find that article but somewhere over the last 30 years the mag has disappeared. I would love to find it. If anyone has a copy, please, please get in touch with the editor and get me a copy to add to my file on my car's 50th Birthday! I think it was originally in Australian Sports Car World back in the 1960's. I saw it in a compilation book years ago, but can't even find that now! Anyone?







**Lee Sibley**  
Bournemouth, UK

@lee\_sibs

**Model 996 Carrera 4S**  
**Year 2002**  
**Acquired April 2017**



Three months into ownership at the time of writing this, and I'm still absolutely loving the 996 C4S. I've done 4,000 miles in the car to date,

which has consisted largely of fast road driving with the occasional shopping run – I just can't get enough of the car.

In terms of upkeep I've not had to do anything, though that's now changing; a recent MOT showed me I needed new rear tyres, as tread was getting low on my current set. I've gone for Michelin Pilot Sport 2's (I never quite gelled with the N-rated Pirelli P-Zero Rosso's I had

fitted to my old C4), which as I write are waiting for the car at Porsche Centre Bournemouth. I'm looking forward to getting them on and will likely do this at the same time as I have the new brake setup fitted.

The brake discs I've previously mentioned as underperforming were flagged as an advisory for excessive wear, so I've sourced an OE setup. Porsche's 'Big Reds' are pretty iconic, and as the same set is deployed to stop the more powerful 996 Turbo, I figured a new set of these will also suitably stop my Carrera 4S with no problem at all. I've ordered these from VW Heritage, where the dedicated team has recently begun to branch out into distribution of official Porsche parts, as revealed in **Total 911's** company profile in issue 155.

I called up the people at VW Heritage, gave them my car model and registration, and they told me pretty quickly they had a complete set of new OE discs, pads, and sensors in stock for me. The price was competitive and it was nice to actually speak to somebody on a phone for once, particularly as other prominent UK parts suppliers let you order a part online and then send you an email to let you know they don't have it after all. Very frustrating. I'm just waiting on VW



Heritage to post the parts and I'll update you in next month's issue on their fitment and, crucially, how they're performing on the car.

Also, while up at the Silverstone PEC last month, I parked next to an early V8 Audi R8. The Audi was a late 2008 car and therefore a full six years younger than my 911. Now I might be a little biased here, but I was struck by just how well my 996 has aged (from the rear at least) in comparison to the R8, a car whose looks captivated the motoring world when it was first revealed in 2007. As you can imagine, I was more than pleased to be jumping into my wonderful car after snapping this picture (left) of the two cars together. As I say, I bloody love my C4S!



**Chris Wallbank**  
Leeds, UK

chris\_wallbank

@chrisjwallbank

**Model 997 Carrera S**  
**Year 2005**  
**Acquired November 2012**



When I visited the KW suspension factory a couple of months back, I was seriously impressed with their facilities and the technology that goes

into developing their suspension. It is the only suspension factory to have a state of the art 7 post rig that was used to develop the Honda F1 cars!

While I was there, I thought it would be a great opportunity to enquire about the options available for my 997 C2S Cabriolet. Originally at the start of the year you may remember I was planning to go down the full shocks and springs route, but since then I've been thinking the full works are probably a bit unnecessary for a car that's rarely going to see a circuit or track.

When I spoke to KW's Richard Good, he confirmed my thoughts, telling me that a 20mm spring kit would meet my needs, providing me with improved stability when cornering, and the slightly lower visual road presence that I want to achieve. He also assured me that it doesn't affect the use of the PASM which came as standard on my Carrera 2S.



Another thing that has been bugging me recently was the spacing of the wheels. I've noticed the front wheels could do with coming out a little further, but be brought in at the back, as the rear wheels actually stick out beyond the arch. To solve this issue Richard recommended a 12mm spacer setup all round. KW's new range of ST spacers, which work with a unique composite adapter, ensure a more precise fit than

the traditional standard style of spacers that are currently on my car. The spacer kits are also available in black, with matching black bolts and locking wheel nuts, which will work really well with my black wheels.

As I type this, the kit has arrived from KW, so now I just need to get it booked in for fitting. I'll be giving you the full before and after lowdown next month once I've had a chance to get the work done.





**David Grover**  
Harpenden, UK

@propertypetrolheads

**Model 991 Carrera S**  
**Year 2014**  
**Acquired March 2016**

**Model 997 Cup**  
**Year 2014**  
**Acquired December 2016**



Post-racing at Brands with the car back in one piece, I was looking forward to finding some consistent performance, so we

booked in to try a proper shakedown at the Silverstone GP circuit through Goldtrack. The car was great, the gearbox awesome, and literally no complaints about any aspect of the car. Emotions were positive and we were high in anticipation of the racing weekend at Silverstone on the 1 and 2 July.

With the big weekend looming on the track that I had crashed the previous Cup car on in 2016, there was some natural awareness and caution. But with the car looking amazing in the pits, I was excited by the weekend ahead.

We set out on the new slicks from the previous week for the warm-up, and then swapped to new slicks for the qualifying. All was going well until we had a blowout before Copse corner at high speed, sending me towards the tyre wall. So race one was a DNF sadly, and when the car was recovered, hours were spent removing buckets of gravel from the car, which had also suffered damage in the spin and recovery process. Much work



was done, and we were ready for race two. We set off well, but after about ten minutes the handling startled going awry. I decided on a pit stop to tell the team, and then quit the car and created my second DNF.

Quali had come round quickly, so with excitement (and more new tyres fitted) I set off to try and get some good lap times in. Initial response was good, but after about six laps the handling problems were back again; it felt like a

puncture or shock had gone. I had gone back to the pits not happy and got out of the car. It didn't feel right racing it in a 50-minute race, so we decided on a DNS.

So, more trials, more challenges. Positive news is that the engine, gearbox, and gear shifts the car makes are all solid and I am very happy with that. We just need to get the handling back, and for me to get better at late braking and keeping the weight at the front on turn in to get some better times.



**Joe Croser**  
Northamptonshire, UK

@jcx911

**Model 997.2 Turbo**  
**Year 2010**  
**Acquired March 2016**



Yet again I sit down to write my column without any repairs or breakdowns to disclose; I have enjoyed another month of

trouble-free motoring.

I count myself very lucky to have access to this beautiful and capable machine. Some critics may stand back and declare that it is an 'extension' – and they'd be right in a sense, as that is how it feels to pedal it down the road. It's an extension of my nervous system, reacting in milliseconds to my every thought, unwinding the tightest of bends and flattening out the rise and fall in the road. It is epic.

I was told when I bought this car that many Turbo buyers are just 'ticking the box' on their life-long list of car ownership, and I get that – it is an icon – I also get why they might sell it after 6-12 months. It is rocket ship fast. Which may, for some, lose its appeal after a while, but in my experience, it takes longer than that to really get to know the car and its handling capabilities – to know when and where you can push it and by how much.

This past month I returned to Goodwood for the FOS where among other things, I fortunately bumped into Richard Higgins, an LTL 'brother' and fellow Car Limits student, to enjoy some good Porsche petrol chat. I also enjoyed sharing my car with many other enthusiasts at the Baston Car & Bike Show in Lincolnshire; last year there were 750 vehicles and 5,000 people in attendance, this year, on its new 12-acre site, the numbers must have doubled. With a fabulous range of cars of all ages and types it was petrolhead heaven, and to cap it all the sun shone brightly to showcase the highly polished cars.

I joined my new TIPEC pals from the Peterborough branch and enjoyed great banter and a few bacon rolls courtesy of Stuart, Mike, and Nick – our faithful regional team. In our group we had the usual collection of water and air (oil really) cooled cars dating from the 1970's through the 1980's, 1990's into the 2000's and beyond. Our collection attracted hordes of admirers. It's lovely to stand near (but not too near) my car so that I can hear people chatter about it; ever popular, the 'Turbo' attracted a lot of gasps from 'kids' of all ages who

appreciate its magnificence. People are very respectful and don't touch the cars.

I made sure I had my prized copy of **T911** on the dashboard with my car gracing the front cover – it helps to promote the mag and it also gives my car just a little more cred. As it happened, many other cars that have featured in other mags did exactly the same thing.

I planned to stay for 2 hours and I ended up staying for 5 as I enjoyed it so much. I even bit the bullet and joined up as a full TIPEC member – well, you can't eat their bacon and not pay your subs!







**Dana Pawlicki**  
Maplewood, New Jersey

**Model 993 Carrera**  
**Year 1995**  
**Acquired May 2007**

**Model 991 Carrera S**  
**Year 2013**  
**Acquired March 2013**

**Model 930 3.3**  
**Year 1986**  
**Acquired April 2014**

**Model 964 Carrera**  
**Year 1994**  
**Acquired June 2014**

**Model 930 Targa**  
**Year 1988**  
**Acquired April 2015**



I brought my 1994 964 C4 out of storage a few weekends ago and got to spend some quality time with it at the shore for the

first time since having a fairly extensive restoration performed.

Before getting into the drive itself, I will share a bit of background on my 964. This car is one of the 230-240 (depending upon which source you consult) of the 964 'wide-body' C4s that were sent to the U.S., supposedly to use up the surplus 964 Turbo bodies from weaker than expected sales (hard to imagine given current enthusiasm levels for 964 models). The car is very similar to the Jubilee/'Jahre' models sold in Europe, minus the anniversary badging.



I found my car near my birthplace of Cleveland, Ohio several years ago, and it had been driven a healthy 130,000 miles! It was a one-owner car with meticulous records from both Fred Baker Porsche and Steinel's, which in my mind is the premier independent 911 shop in the entire Midwest US. The car was painted in an amazing shade of black (Schwarz), which was a mix of metallic black and brown – it looks black in most light, but brown in direct sunlight. The car had been driven daily to work year round since new. While mechanically sound, it needed quite a bit of work (much more than I had originally anticipated), but the moment I saw it, I thought, 'That's a good car, and I need to save it!'

I had taken the car to Protosport in New Jersey nearly three years ago for a full tune-up and to have the car disassembled for stripping and painting. In that process, we came to realise much of the critical suspension components and support had been compromised from 130,000 miles of year-round all-weather driving. At the end of the day, in addition to replacing the fuel lines, clutch, brake lines, and steering rack and various mounts, we ended up replacing the entire front sub-frame. The car now looks (and drives) like new underneath. During that process, I learned that this car was truly a Porsche 'parts-bin special', as a number of the parts (such as the steering rack) were neither 'regular' 964 C4 nor 964 Turbo parts, and we waited and waited for a number of these to be stocked and shipped from Porsche; this added to the

length of the refresh considerably, which in the end resulted in a two-year process!

While we were doing this work, I made a few changes many purists might not have done to such a unique car, but given the mileage (and reversibility), I went for it. When replacing the exhaust, I bought a twin-tip system from Dansk, and had the car repainted with an additional 'left' Turbo rear bumper corner to accommodate the extra tip; I also added a secondary muffler delete pipe. I then added an absolutely monster set of Brembo brakes I had on my previous 964 C2 (that dwarf the "Big Reds" on the 964 Turbo). I would note the 1994 C4 did not come with Turbo brakes, which is a common misunderstanding, and a break from the 930 M491 package offering of the previous generation. I also replaced the steering wheel with a Momo Prototipo, added higher power lithium headlight bulbs, and lowered the car on a set of Bilstein shocks.

The paint came out beautifully; it's one of the best paint jobs I have seen in my life and I get endless compliments at shows. I also had a set of Speedline wheels originally made for a 930 Turbo custom rebuilt to fit the car, and then had the centers painted Schwarz black to match the body.

The car came out fantastic! With all-new suspension components, sub-frame, steering rack, and monster brakes, it handles phenomenally, and absolutely floats over road imperfections despite its age and lowered ride height. I'm looking forward to driving it some more!



**Rob Clarke**  
Bristol, UK

@rob911\_ltl

@Rob996LTL

**Model 996.1 Carrera 4**  
**Year 1999**  
**Acquired February 2014**



I'm not sure if it's just me but with my cars I sometimes wonder, 'Is it worth it?' Is it worth making those small differences to the car that move it

slightly away from standard in the hope that it makes an improvement?

Well this month I have come to the conclusion that small upgrades on your brakes make a big difference. Over the years I have upgraded brake lines to be braided, upgraded front discs to be Brembos, and, due to damaging my under-trays, found I had corroded main brake lines (which I did not upgrade but replaced for equivalents, quite fortunate that since they are hidden that corrosion could have caused big issues). So, why is this important? Well in the last month alone I have had to perform one full emergency stop and two half stops with

evasive manoeuvres! I'm not sure what is going on but it seems the standard of driving is getting worse, and people seem to be ignoring road markings – so I'm glad the car has that stopping power and agility to get me out of trouble. To try and improve my car control I am booking

myself on one of the Car Limits days featured in **T911** a few issues ago.

Also, if anybody follows me on Instagram they will have spotted that I swapped my 911 for a session in a 1,200cc Corsa in an autocross event. It was lots of fun, and I didn't come last!







**Tony McGuinness**  
San Diego, USA

@tonygt3rs

@tonymcguinnessgt3rs

**Model 997.2 GT3 RS**  
**Year 2011**  
**Acquired February 2011**

**Model 991 GT3**  
**Year 2015**  
**Acquired December 2014**



Last November the Porsche Experience Centre opened its doors in Los Angeles. Being based in Southern California and a frequent

traveller on the infamous 405 and 110 freeways near where the PEC is located, I have found numerous reasons to stop in and visit this glorious facility.

Situated in Carson, near California State University, Dominguez Hills, this Porsche playground is built on what was once a golf course; in fact, I used to play on the golf course when I was a student at the university as part of my studies!

Locals will recognise the giant golfer landmark built in the early 1960s holding a golf club is now wearing a Porsche Motorsport racing suit, and holding a checkered flag instead of the golf club – it was a perfect makeover.

However, before it was a golf course it was actually a landfill. Therein lies the



reason why the latest Porsche Experience Centre was delayed in opening; all sorts of environmental issues needed to be addressed, and fortunately for Porsche lovers, they were indeed resolved to everyone's satisfaction.

While I am a Brit, I have lived here for quite some time and I am intimately familiar with the Los Angeles area. You would be hard pressed to find a better area for Porsche to build this wonderland.

The PEC is a boost to the local economy in Carson, and Porsche is going above and beyond to support its neighbours. Upon the Centre's opening, Porsche graciously donated \$250,000 to the Boys and Girls Club of Carson to support education initiatives, including Science, Engineering, and Mathematics.

As a Porsche enthusiast, the Centre is addictive. I have stopped in more than ten times since November, yet only recently visited the 917 restaurant. It

overlooks the state-of-the-art track giving you a terrific view of the cars out there. The food and atmosphere is outstanding, as one would expect.

Recently on display in the main lobby was the new mouth-watering Guards Red 991 Generation 2 GT3 surrounded by, of course, Le Mans legends. It truly makes the hair on the back of your neck stand up as you realise the historical significance of the cars on display at what is now the new headquarters of Porsche North America Racing.

Of course, no visit to the Porsche Experience Centre is complete without shopping at the Driver's Selection Store. This time was no different for me as I left with bags of Porsche models and books to add to my ever-growing collection. Nearby Disneyland may be known as the 'Happiest Place on Earth' but the Porsche Experience Centre Los Angeles is the 'Coolest Place on Earth.'



**Richard Klevenhusen**  
Rio de Janeiro, Brazil

**Model 930 3.3**  
**Year 1979**  
**Acquired May 2012**

@richardkle



For those who are going to leave their car for days in the garage or just drive on the weekends, there is no doubt: the best way to preserve

the vehicle is to use a good cover. After all, there is nothing worse for body paint than the accumulation of dust, water, or bird faeces.

There are hundreds of options on the market: there are those with UV protection, with and without liner, permeable and impermeable, reflecting sunlight, fabric, lycra, vinyl, neoprene, synthetic leather, TNT, with or without padlock, ventilation devices and so on, all with different sizes – the most common being small, medium and large. For every use there is an indication, so you need to know what the purpose is.

In many cases, the use of covers is even dispensable, because current

processes of automotive painting are of excellent quality, but I recommend using a cover. Use the cover according to the manufacturer's specifications, but you always have to remember to use it with a clean vehicle, because if it's dirty the dust can scratch the paint job when you remove the cover.

Another tip is to give preference to overcoats and always make sure the car is dry when covering it – if it is not dry enough or there is water infiltration it can stain the paint. Another recommendation is to never cover a car with a heated engine or body, to avoid possible formation of moisture inside the cooling.

For those who do not have a covered garage, it is best to wear the raincoats with UV protection and inner lining, but they are more expensive, and even then you need to check periodically if there is no infiltration or internal moisture.

Covered garage owners do not have to worry about waterproofing,

however, care must be taken, as it is not recommended to use covers that do not absorb moisture. The permeable fabric is only recommended for those who own a closed garage, and do not usually harm the paint because of its malleability.

My recommendation is to check regularly that the cover hasn't been damaged and that there is no moisture formation inside. Removing the cover weekly for air renewal is also important.







**Michael Meldrum**  
Houston, Texas

@p911r

**Model 911T Targa**  
Year 1972 Acquired 2013

**Model 911E**  
Year 1972 Acquired 2014

**Model 930 Turbo 3.0**  
Year 1977 Acquired 2014

**Model 930 Turbo 3.0**  
Year 1977 Acquired 2015

**Model Carrera 3.0**  
Year 1977 Acquired 2016

**Model 911 SC**  
Year 1981 Acquired 2015

**Model 3.2 Carrera**  
Year 1986 Acquired 2015

**Model Carrera M491**  
Year 1988 Acquired 2015

**Model 993 C4S**  
Year 1996 Acquired 2016

**Model 964 Carrera 4**  
Year 1994 Acquired 2016

**Model 997.1 GT3**  
Year 2007 Acquired 2017



It's been a very exciting week for the P911R collection. Over two years have passed since I purchased my silver 1977 930 Turbo from

Canada; most of the long delay getting the 930 Turbo back on the road is due to my procrastination but I had a few other projects ahead of it too. Finally, late last year I bit the bullet and gave EuroCar-Werk the go-ahead to commence the project. We agreed to go through the car, mostly keeping to the original factory specifications, but replace and renew the mechanicals as needed, refinish the wheels, and fully rebuild the 3.0 turbocharged engine. We also discussed a light refresh of the interior, including re-upholstered seats and parcel shelf.

I'm in a unique position, as I also own a black 1977 3.0 Turbo Carrera. Both cars include new features introduced for the 1977 model year, including 16-inch Fuchs, brake booster, boost gauge, dash vents, and a galvanised chassis. While both are examples of the coveted early 3.0 non-intercooled turbo, weighing in at just 1,198kg (the later 3.3 Turbo tipped the scale at just under 1,360kg), they have different characters.

I was eager to compare the two cars: the silver 930 with factory specs, versus



the black Turbo with upgraded cam, turbo, and headers. A quick walk around reveals a few small differences: the silver 930 has a factory sunroof delete and only a driver side wing mirror, a great minimal factory spec. Once sitting behind the wheel of the silver 930, I instantly appreciate the extra support of the tartan covered factory Sports seats. The factory leather steering wheel feels nice in my hands, but large in comparison to the Momo prototipo of the black Turbo.

When the Turbo is fired up, the more subdued engine note (versus the Black Turbo and its M&K Hooligan exhaust) is noticeable, but still has a purposeful noise. Once underway the familiar absence of low-end power and

torque is there, but once the turbo boost kicks in that's all a distant memory. The silver 930 has less lag and has a more progressive onset, and while the black 930's boost is delayed, it's savage once it kicks in (and makes me grin like a maniac). As both cars have similar factory suspension, brakes, and wheel configurations. The feel and performance are almost the same, with the newly refreshed components of the silver Turbo Carrera giving it the edge.

I am often asked which Porsche would be my favourite and I typically reply, "Whichever one is working," but honestly, just like both my 77 Turbos, they all bring me huge enjoyment, just in slightly different ways.



**Joel Newman**  
London, UK

**Model 996 Turbo**  
Year 2003  
Acquired April 2014



I've got to be honest, the conundrum of worrying about how much I use my car and how it affects its value has never really sat well with

me. Cars are meant to be driven, and I've never really bought in to the idea that you should stop treating your car like a car. One downside of actually using the

996TT is that I've put over 20,000 miles on the odometer in under two years.

Other than how friendly you get with the guys at the local Shell station, and the fact it makes anything else I drive feel about as exciting as a Sunday walk in the countryside, I am aware that the ever-increasing mileage does, whether I like it or not, have an affect on its value. The numbers on the clocks don't lie and are rapidly approaching the 90K mark, which, in 996 Turbo circles at least, seems to be close to a number that will affect second-hand value quite considerably. While I don't really like the idea of cars being classed as investments, it would be silly to pretend this isn't the case and ignore it completely.

The problem is that once the clock is on the wrong side of 50,000 miles, you're led to believe you're fighting a losing battle. Among other TT owners, I am one of the few who use their car daily, for work as well as pleasure.

The issue is: is the mileage battle worth the price of entry? I've often wondered what my car would be worth now if I'd never driven it. Perhaps £5,000

or £10,000 more? I realise there's only one question as an owner you need to ask yourself, 'Is the increase in value preferable to all the miles and fun you can, could or have had?'

In my case, over the past two years, I highly doubt it. Over those 20,000 miles I've smiled, screamed, laughed, screeched, and gone as white as a sheet (that's what a freshly illuminated engine light can do to a person) but more than that, I've spent my early thirties behind the wheel of a real beast, one I dreamed of as a child. Would I trade that for five or ten thousand pounds? The answer, I'm delighted to say, is no.

So, I'll leave you with this: don't be put off driving your car as much as you can, and don't be put off by 911s with a few extra miles on the clock (with a solid service history), because the chances are they have been owned by an enthusiast who loved and enjoyed their car. Rather than leaving your Porsche as an object to marvel at, try to value what the driving experience is worth, because you may find that my equation gives you many more thousand miles behind the wheel.







**Kyle Fortune**  
Warwickshire, UK

@kylefortune205

@Kyle\_Fortune

**Model 993 Carrera 2**  
**Year 1994**  
**Acquired December 2014**



After a burst of activity last month the Carrera has been largely garaged since. There's been the odd pang of guilt on occasion when I

really should get it out of there and take it for a run, but all too often the journeys I'm doing are tedious, or at least the sort where I'm reluctant to wind on miles just for the sake of it. Not that the odometer's reading has a huge bearing on me, but I just don't see the point in adding boring miles to it, and more often than not those trips are to an airport, so there's also the concern of where to park it.

That'll change soon, as I've a week or so where I've deliberately not got any other cars to drive, so I'll be using the 993 as transport. It's damned good at

it, being fine for the school run – my kids love it – though the classic policy's stipulation that it has to be garaged when it's at home is a bit of a bind.

'First-world problems' and all that, but my garage is at the bottom of the garden. That means when doing things like those school runs I've got to hope that CBeebies is engrossing enough to keep my kids amused for the five minutes or so it takes to get it out and onto the drive. As any of you parents will appreciate, anything can happen in those five minutes. Still, it's a small price to pay for the cheap premiums that come with those stipulations.

Speaking of insurance, about six months ago I got a note from my broker that the company underwriting my insurance had liquidated. Technically I was insured, though should I have

to make a claim I'd not get anything. A new policy was quickly sorted then forgotten about, as was the promise of some compensation from the Financial Services Compensation Scheme. Anyway, a cheque arrived last week for £70, not quite what I was technically owed, but enough for the tank for when I get the car out of the garage – which will be next week, of course.



**Richard Higgins**  
Salisbury, UK

**Model 996.1 Carrera 2**  
**Year 1999**  
**Acquired November 2015**



Last issue I told you about my engine failure at the Silverstone race weekend (picture here was taken as I left the car trackside

and began the long walk back to the pits – needless to say I was not a happy man inside that helmet at the time!).

Well, my race engineer, Ian at County Classics Racing, has since had the engine out of the race car and sent it to Hartech to pull it to bits and find the root cause. Needless to say, it isn't good.

In basic terms, it's a failing of the thrust bearing which lead to the crank bending, damage to the case, a rod

breaking and a piston being scored. Ian advised me it'd be more cost effective to buy another short engine rather than replace all the broken parts on my original engine, so that's what I've done. We now have the short engine and Ian is busy putting it all together.

Luckily (can that word be attributed here?) if there was any time during the season where such an incident could occur without affecting my racing, this was it. There's no race meet until the end of August as it is, giving us time to build the engine, get it into the car, and get a run-in at a track day, all before resuming racing with everybody else up at Croft.

Of course, this failure shouldn't have happened and we considered writing

to Germany over it, but reasoned their retort would point to the fact we are racing an engine designed for a Carrera 2 road car. With that in mind, we opted against, though the whole saga has blown a huge hole in my budget. With that in mind, sponsors are welcomed now more than ever! Get in touch via the editor.



**Greg James**  
Mercer Island, Washington

**Model 3.2 Carrera**  
**Year 1985**  
**Acquired 2008**

**Model 993 Turbo**  
**Year 1997**  
**Acquired 2016**



Having owned Porsches all the way back to the mid-1980's, I have had a couple of interesting experiences outside normal ownership.

Back in my late twenties, I owned a beautiful ice-green 1978 911SC, and my buddy Mike had recently acquired a German Carrera Cab in Midnight Blue.

One night we decided to race across the Lake Washington floating bridge from Seattle to Bellevue (an eastside suburb), to see just how much faster his Euro spec Carrera was compared to my US spec 911 SC. At 2am the road was empty, and we had a four-mile straight to go as fast as we wanted. I took off first, but the German Cab quickly reeled me in and shot by. The Carrera's 40 to 50 extra

horsepower made it noticeably quicker, and by the middle of the bridge we were both travelling in the neighborhood of 150mph – it was a thrilling if slightly crazy thing to do.

As we got to the east end of the bridge, while still travelling around 125mph, I saw an unmistakable white State Patrol car on the other side of the freeway, but because of the concrete dividers, there was nothing he could do except radio ahead. Needless to say, Mike and I both avoided what would probably have been some serious consequences for racing, and speeding at nearly three times the posted limit.

Several years later I owned a 1980 black/red Targa. When I eventually listed it for sale, a middle-aged man came for a look and a drive. Even though I was showing off, I kept the drive reasonable

and only did one small high-speed shot up to about 90mph.

When we got back to my office we talked some more, and ever eager to impress, I told him about the 150mph race across the bridge several years earlier, and how we'd blown past a State Patrol car on the other side of the freeway. He seemed amused and laughed at the officers plight before telling me he would take the car. I casually asked what business he was in, and with little hesitation, he took out his business card and handed it to me. It read: Investigator, Washington State Patrol.

I have rarely in my life been at a complete loss for words, but that was one time I was. Racing cars at 150mph at 2am was probably stupid, but bragging about it later to an off-duty Highway Patrol officer was really dumb!



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## Paragon GB

The UK's premier independent specialists has a brand new look. See it on page 84



## Data file

Full specs, ratings and market values of every 911, from early classics to modern-day Rennsports, can be found beginning on page 88



## Plus

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# P A R A G O N

One of the UK's most respected independent Porsche specialists has a whole new look. Total 911 takes a first look around the stellar revamp

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Written by **Lee Sibley** Photography by **Daniel Pullen**

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**M**uch like a classic 911 will eventually need a restoration to ensure it provides many more miles of exquisite motoring, so does the confines of any business or enterprise. After all, evolution is a constant, progressive affair – to stand still in this day and age is to go backwards against the opposition. This is an axiom that applies even to the very best in independent Porsche specialist circles – typified here by the lavish revamp of the premises at Paragon GB.

**Total 911** has long considered a Paragon car to be synonymous with quality condition inside and out and an impeccable history to boot. Simply put, in terms of independent specialists in the UK, they are one of the best in the business, and have been for some time.

Now, thanks to a comprehensive rebuild over many months, Paragon's once-humble premises in Five Ashes, East Sussex, has undergone a substantial renovation which, if it were a classic Porsche 911, would compare to being a back-to-bare-metal affair. This complete overhaul, both inside and out, now better matches the standard of service that Paragon's enthusiastic team are renowned for.

The impeccable cars they sell now have a thoroughly resplendent stage befitting their superior quality – and this major surgery at Paragon HQ is

noticeable as soon as you rock up outside. The roof of the former petrol station forecourt has been removed in favour of an extended showroom, which means every single car is now comfortably displayed indoors. "We've extended the building so now all our cars can rest in a beautiful showroom, away from the elements of our erratic British weather!" says Jamie Tyler, Paragon's sales manager, as he comes outside to greet us.

Glass screens stretch right along the front of the showroom from floor to ceiling – and open up fully to let cars in and out without fuss – enshrining each Porsche in glorious sunlight, the effect here giving the cars a collective stage in which to shine. Stepping inside, we notice there are large, additional windows letting in natural light from directly above each Porsche, ensuring the beautifully prepared cars can be inspected in the finest detail – exactly what customers require when combing through their next acquisition in the metal.

Delving further inside, evocative imagery aligns the wall, but whereas other showrooms may fill their walls with generic Porsche artwork, every car on Paragon's wall is their own, each picture revealing a memorable story that owner Mark Sumpter and his team are only too happy to recount. "Porsche people don't just like to talk about the car they're buying. They're enthusiasts in the main and very intuitive, so

it's great to talk about some of the more memorable jobs we've done, such as this," Mark says, joining Jamie in giving us the tour and walking us over to a large canvas print of a certain Speedster group test from **Total 911** issue 129.

Interestingly, you won't find a Porsche sitting pride of place in the centre of Paragon's showroom, that accolade falling instead to a large oak café/bar area. Mark says the move was deliberate in promoting a social atmosphere: "We love cars just as much as our customers and we were keen to avoid the clinical, often soulless form of an OPC showroom. This area shows we're happy to have people in for a chat, and is a lot less formal than two people sitting either side of a desk. We want people to feel relaxed and at home when they visit us," he says.

The new showroom is impressive, yet the renovation at Paragon has not been limited to just here. The entire building has undergone an extensive refresh, to the point it is almost unrecognisable from the premises of old. Walking into the workshop, it too has a totally different setup. There are now three Nussbaum in-floor lifts, maximising space, as well as a HawkEye Hunter wheel alignment system, capable of measurements to within one minute of a degree – the perfect ally for Porsche's super-adjustable 911 suspension. A busy hive of activity for Paragon's technicians, the workshop has a minimalist







Paragon's refurbishment is immediately noticeable from old, with an open-plan interior and glass front allowing the Porsche on sale to shine





## “We’re very happy that this will be the face of Paragon for the next 20 years”

look, ensuring a clean and crisp finish accentuated by built-in Dura cabinets. New vehicle diagnostic equipment, plus tyre fitting and balancing equipment, all add to the world-class facilities available in-house at Paragon’s disposal. “We’ve always catered for service and maintenance of road and race cars, as well as restorations and sales preparations, right from inception in 1993,” Jamie says. “Now we can do all that to an even better degree – the technicians really love this room now.”

Paragon is still a VOSA MOT testing station, though the traditional viewing area has been removed from the workshop. Now, there’s a gloriously open viewing window to the MOT station from the warm confines of Paragon’s new showroom, ensuring customers are spoiled for choice between watching their own car’s MOT, if they wish, and ogling at the glorious Porsche metal presented for sale. The detailing bay too boasts more Dura hardware, and brilliantly bright lights to help the detailing team achieve an even better finish for each car.

The work here is substantial then, and Jamie admits the project did go slightly over budget. Some may say it could have been cheaper to simply buy a newer build elsewhere, so did the company ever consider moving home? “Not at all,” is Jamie’s definitive reply. “People from all over the international Porsche community know exactly where we are, and we’re very proud to be a part of the local Five Ashes community too. Our last refit served us well for the last two decades, now we’re very happy that this will be the face of Paragon for the next 20 years.”

Indicative of this heritage is the fact that, if you look above the shiny exterior of the new showroom, those old wooden beams of the original building are still present, albeit having benefitted from a new lick of paint. “We thought it was important to retain an aspect of the old building because we’re as proud of our heritage as we are of our company today,” Jamie tells me with a smile. And of the future? Well, a Porsche e-hybrid charging station, discreetly mounted on the far wall near Paragon’s new handover bay, is an apt case in point of Jamie’s remark.

The overall result of the rebuild at Paragon is exquisite. Cars for sale have a world-class environment resplendent of their condition, and customers are invited to come in, relax, and take a look at each car in the greatest detail imaginable. For servicing, maintenance, detailing and restoration, the cars have the best new equipment at the disposal of a happy, dedicated team content with their working environment. Paragon’s refurb in the name of a better customer experience is not insignificant. It seems the best just got a whole lot better. **gii**

### Company profile

**Founder:** Mark Sumpter

**First opened:** 1993

**Location:** Five Ashes, East Sussex

**Most popular car sold:** In the 911 sphere it’s a 997

**Most exotic car sold:** Anything from a 356 Speedster, any RS, or most recently a Carrera GT

**Interesting fact about the business:** Mark doesn’t just sell cars, he races them too as a seasoned campaigner in the Porsche Club GB Championship among others

### Contact

☎ +44 (0) 1825 830424  
Paragongb.com



Paragon’s workshop has a clinical, minimalist look, exemplified by Dura cabinets throughout



A skylight built in above each display allows the sun to highlight every curve of the Porsche metal on view



The refit will allow the team to work on all manner of cars with even better precision





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# Data file

Definitive facts and figures for every 911 model from 1964 to the present day



911s in the data file are organised in rows according to release date, beginning with the very first model in 1964. Many models were available in Coupe, Targa and Cabriolet forms, with the option of automatic transmission. Here, data has been provided from the Coupe variants unless stated. All data here has been compiled, where possible, from Porsche's own figures.



## General valuations

This reflects the general market trend for a model's used value compared to the previous financial quarter. The review for Q4 will be September 2017. The review for 2017 Q2 was June.



## Ratings

Each model is rated out of five in our half-star system according to their performance, handling, appearance and desirability.



▲ (O series) ★ ★ ★ ★ ★	Production numbers	9,250
	Issue featured	123
	Engine capacity	1,991cc
	Compression ratio	9.0:1
	Maximum power	132hp @ 6,100rpm
	Maximum torque	149Nm @ 5,200rpm
	0-62mph	8.3sec
	Top speed	131mph
	Length	4,163mm
	Width	1,610mm
	Weight	1,075kg
	Wheels & tyres	F 4.5x15-inch; 165/80/R15 R 4.5x15-inch; 165/80/R15

## 911S 1967-71



An upgrade in engine size gave the 911S 180bhp. Unlike the 911E, the S didn't gain improved low-down power and torque, so you had to keep the revs up for good power.

● (C & D series) ★ ★ ★ ★ ★	Production numbers	4,691
	Issue featured	120
	Engine capacity	2,195cc
	Compression ratio	9.8:1
	Maximum power	183hp @ 6,500rpm
	Maximum torque	199Nm @ 5,200rpm
	0-62mph	6.6sec
	Top speed	145mph
	Length	4,163mm
	Width	1,610mm
	Weight	1,020kg
	Wheels & tyres	F 6x15-inch; 185HR R 6x15-inch; 185HR



▲ (C & D series) ★ ★ ★ ★ ★	Production numbers	15,082
	Issue featured	107
	Engine capacity	2,195cc
	Compression ratio	8.6:1
	Maximum power	127hp @ 5,800rpm
	Maximum torque	169Nm @ 4,200rpm
	0-62mph	7.0sec (est)
	Top speed	127mph
	Length	4,163mm
	Width	1,610mm
	Weight	1,020kg
	Wheels & tyres	F 5.5x15-inch; 165HR R 5.5x15-inch; 165HR

## 911T 1969-71

Like the E, the 911T's torque curve was flatter, making the car more drivable. Ventilated discs from the S were fitted, and a five-speed gearbox became standard.



▲ (C & D series) ★ ★ ★ ★ ★	Production numbers	16,933
	Issue featured	127
	Engine capacity	2,341cc
	Compression ratio	7.5:1
	Maximum power	132hp @ 5,600rpm
	Maximum torque	197Nm @ 4,000rpm
	0-62mph	7.6sec
	Top speed	128mph
	Length	4,163mm
	Width	1,610mm
	Weight	1,077kg
	Wheels & tyres	F 5.5x15-inch; 165HR R 5.5x15-inch; 165HR

## 911T 1973

US-bound F series 911Ts were the first 911s to have Bosch K-Jetronic fuel injection, improving emissions. This was mainly mechanical, with some electronic sensors.

## ● (G, H, I, J series) ★ ★ ★ ★ ★

### Carrera 3.0 RS 1974



Updated version of the 1973 2.7 RS, complete with impact bumpers and Turbo-spec whaletail rear wing. Steel arches added by hand at the factory, with 917 brakes.

	Production numbers	109
	Issue featured	145
	Engine capacity	2,994cc
	Compression ratio	8.5:1
	Maximum power	233hp @ 6,200rpm
	Maximum torque	279Nm @ 5,000rpm
	0-62mph	5.3sec
	Top speed	152mph
	Length	4,135mm
	Width	1,680mm
	Weight	900kg
	Wheels & tyres	F 8x15-inch; 215/60/R15 R 9x15-inch; 235/60/R15

## ● 930 3.3 1978-83



Larger engine resulted in extra 40bhp, and an intercooler on top of the engine led to the adoption of a 'teatray'. Brakes were upgraded from 917 racer.

	Production numbers	5,807 (plus 78-79 Cali cars)
	Issue featured	116
	Engine capacity	3,299cc
	Compression ratio	7.0:1
	Maximum power	304hp @ 5,500rpm
	Maximum torque	412Nm @ 4,000rpm
	0-62mph	5.4sec
	Top speed	160mph
	Length	4,291mm
	Width	1,775mm
	Weight	1,300kg
	Wheels & tyres	F 7x16-inch; 205/55/R16 R 8x16-inch; 225/50/R16

## ▲ 911 SC 1978-83



From 1978, the SC was the only normally aspirated 911. Developed from the Carrera 3.0, but produced less power. Upgraded Sport options.

	Production numbers	60,740
	Issue featured	127
	Engine capacity	2,994cc
	Compression ratio	8.5:1/8.6:1/9.8:1
	Maximum power	183/191/207hp @ 5,500rpm
	Maximum torque	265/265/267Nm
	0-62mph	6.5sec
	Top speed	141/146mph
	Length	4,291mm
	Width	1,626mm
	Weight	1,160kg (1978)
	Wheels & tyres	F 6x15-inch; 185/70/R15 R 7x15-inch; 215/60/R15

## ● SC RS 1984



True homologation special built so that Porsche could go Group B rallying. Six Rothmans cars used fibre glass front wings and lid. Tuned 3.0-litre engine had its basis in 930's crankcase.

	Production numbers	21
	Issue featured	109
	Engine capacity	2,994cc
	Compression ratio	10.3:1
	Maximum power	259hp @ 7,000rpm
	Maximum torque	250Nm @ 6,500rpm
	0-62mph	4.9sec
	Top speed	153mph
	Length	4,235mm
	Width	1,775mm
	Weight	940kg
	Wheels & tyres	F 7x16-inch; 205/55/R16 R 8x16-inch; 225/50/R16



● (A series) ★ ★ ★ ★ ★

#### 911L 1967-68



In 1967, the 911 was updated and the range expanded: the 911L (Lux) was standard and sat alongside the high-performance 911S and entry-level 911T.

Production numbers	1,603
Issue featured	138
Engine capacity	1,991cc
Compression ratio	9.0:1
Maximum power	132hp @ 6,200rpm
Maximum torque	173Nm @ 4,500rpm
0-62mph	8.4sec
Top speed	132mph
Length	4.163mm
Width	1.610mm
Weight	1,080kg
Wheels & tyres	F 5.5x15-inch; 185HR R 5.5x15-inch; 185HR

● (A & B series) ★ ★ ★ ★ ★

#### 911T 1967-69



To save money, the 911T's engine used cast-iron cylinder heads, unlike the Biral aluminium/iron items, which gave more efficient cooling, and carbs instead of fuel injection.

Production numbers	6,318
Issue featured	127
Engine capacity	1,991cc
Compression ratio	8.6:1
Maximum power	112hp @ 5,800rpm
Maximum torque	156Nm @ 4,200rpm
0-62mph	8.8sec (est)
Top speed	124mph
Length	4.163mm
Width	1.610mm
Weight	1,020kg
Wheels & tyres	F 5.5x15-inch; 185HR R 5.5x15-inch; 185HR



● (B series) ★ ★ ★ ★ ★

#### 911E 1968-69

The 911 received its first major update, evolving into what is known as the B series. The 911E replaced the 911L as the 'standard' car. The 'E' stood for 'Einspritz' (injection).

Production numbers	2,826
Issue featured	n/a
Engine capacity	1,991cc
Compression ratio	9.1:1
Maximum power	142hp @ 6,500rpm
Maximum torque	175Nm @ 4,500rpm
0-62mph	7.6sec
Top speed	130mph
Length	4.163mm
Width	1.610mm
Weight	1,020kg
Wheels & tyres	F 5.5x15-inch; 185HR R 5.5x15-inch; 185HR

● (B series) ★ ★ ★ ★ ★

#### 911S 1968-69



Like the E, the S gained a fuel injection, boosting power to 170bhp. To help cope with the extra demands on the engine, an additional oil cooler was fitted in the front right wing.

Production numbers	2,106
Issue featured	n/a
Engine capacity	1,991cc
Compression ratio	9.1:1
Maximum power	172hp @ 6,800rpm
Maximum torque	183Nm @ 5,500rpm
0-62mph	7.0sec (est)
Top speed	140mph
Length	4.163mm
Width	1.610mm
Weight	995kg
Wheels & tyres	F 6x15-inch; 185/70/R15 R 6x15-inch; 185/70/R15



● (C & D series) ★ ★ ★ ★ ★

#### 911E 1969-71

Engine improvements included revised cylinder heads, larger valves and stronger con rods. The 1970 'D' series cars had hot-zinc coated undersides.

Production numbers	4,927
Issue featured	107
Engine capacity	2,195cc
Compression ratio	9.1:1
Maximum power	157hp @ 6,200rpm
Maximum torque	196Nm @ 4,500rpm
0-62mph	7.0sec
Top speed	137mph
Length	4.163mm
Width	1.610mm
Weight	1,020kg
Wheels & tyres	F 6x15-inch; 185HR R 6x15-inch; 185HR

▲ (E series) ★ ★ ★ ★ ★

#### 911E 1972



2,341cc was achieved by increasing the stroke from 66mm to 70.4mm while at the same time leaving the bore unchanged. The new 915 transmission was stronger.

Production numbers	4,406
Issue featured	117
Engine capacity	2,341cc
Compression ratio	8.0:1
Maximum power	167hp @ 6,200rpm
Maximum torque	206Nm @ 4,500rpm
0-62mph	7.5sec
Top speed	137mph
Length	4.163mm
Width	1.610mm
Weight	1,077kg
Wheels & tyres	F 6x15-inch; 185HR R 6x15-inch; 185HR

● (E series) ★ ★ ★ ★ ★

#### 911T 1972



A lower compression ratio and the inclusion of Zenith 40 T1N triple-choke carburetors led to the relatively lower power output of 130bhp despite the new 2,341cc engine size.

Production numbers	16,933
Issue featured	107
Engine capacity	2,341cc
Compression ratio	7.5:1
Maximum power	132hp @ 5,600rpm
Maximum torque	197Nm @ 4,000rpm
0-62mph	7.6sec
Top speed	128mph
Length	4.163mm
Width	1.610mm
Weight	1,077kg
Wheels & tyres	F 5.5x15-inch; 165HR R 5.5x15-inch; 165HR

● (E series) ★ ★ ★ ★ ★

#### 911S 1972



A 2.4-litre engine increased torque. The mostly chrome brightwork had a black decklid grille with a '2.4' badge. External oil filler on right rear wing confused some.

Production numbers	5,054
Issue featured	120
Engine capacity	2,341cc
Compression ratio	8.5:1
Maximum power	193hp @ 6,500rpm
Maximum torque	211Nm @ 5,200rpm
0-62mph	6.6sec
Top speed	140mph
Length	4.163mm
Width	1.610mm
Weight	1,077kg
Wheels & tyres	F 6x15-inch; 185/70/R15 R 6x15-inch; 185/70/R15



● (F series) ★ ★ ★ ★ ★

#### Carrera 2.7 RS 1973

The RS had a 2,687cc engine that developed 210bhp. The body was lightened and fitted with flared rear arches and an optional ducktail. Sport and Touring available.

Production numbers	1,590
Issue featured	145
Engine capacity	2,687cc
Compression ratio	8.5:1
Maximum power	213hp @ 6,300rpm
Maximum torque	255Nm @ 5,100rpm
0-62mph	5.8sec
Top speed	152mph
Length	4.163mm
Width	1.610mm
Weight	975kg (Sport)
Wheels & tyres	F 6x15-inch; 185/70/R15 R 7x15-inch; 215/60/R15

● (F series) ★ ★ ★ ★ ★

#### 911E 1973



After incidents of people filling E series 911s with petrol via the external oil-filler, the filler returned to under the engine decklid. Fitted with the front spoiler of the 911S.

Production numbers	4,406
Issue featured	144
Engine capacity	2,341cc
Compression ratio	8.0:1
Maximum power	167hp @ 6,200rpm
Maximum torque	206Nm @ 4,500rpm
0-62mph	7.5sec
Top speed	137mph
Length	4.163mm
Width	1.610mm
Weight	1,077kg
Wheels & tyres	F 6x15-inch; 185HR R 6x15-inch; 185HR

● (F series) ★ ★ ★ ★ ★

#### 911S 1973



The 911S had the same upgrades as the 911E, including deletion of the external oil filler. It also adopted black trim around the front and rear lights and black front quarter grilles.

Production numbers	5,054
Issue featured	120
Engine capacity	2,341cc
Compression ratio	8.5:1
Maximum power	193hp @ 6,500rpm
Maximum torque	211Nm @ 5,200rpm
0-62mph	6.6sec
Top speed	140mph
Length	4.163mm
Width	1.610mm
Weight	1,075kg
Wheels & tyres	F 6x15-inch; 185/70/R15 R 6x15-inch; 185/70/R15

▲ (G, H, I, J series) ★ ★ ★ ★ ★

#### 911 1974-77



'911' was now the entry level. Bumpers were added to conform to US regs. From 1976, all 911s were hot-dip coated and fitted with 'elephant ear' mirrors.

Production numbers	9,320
Issue featured	121
Engine capacity	2,687cc
Compression ratio	8.0:1
Maximum power	150hp @ 5,700rpm (165bhp from '76)
Maximum torque	235Nm @ 3,800rpm (4,000 from '76)
0-62mph	8.5sec
Top speed	130mph
Length	4.291mm
Width	1.610mm
Weight	1,075kg
Wheels & tyres	F&R 6x15-inch; 185VR

● (G, H, I, J series) ★ ★ ★ ★ ★

#### 911S 1974-77



911S was now a mid-range model comparable to the previous 911E. It had the same body changes as the base model, and came as standard with 'Cookie Cutter' rims.

Production numbers	17,124
Issue featured	n/a
Engine capacity	2,687cc
Compression ratio	8.5:1
Maximum power	175hp @ 5,800rpm
Maximum torque	235Nm @ 4,000rpm
0-62mph	7.0sec
Top speed	142mph
Length	4.291mm
Width	1.610mm
Weight	1,080kg
Wheels & tyres	F 6x15-inch; 185VR R 6x15-inch; 185VR



● (G & H series) ★ ★ ★ ★ ★

#### 911 Carrera 2.7 1974-76

From 1974, Carrera name was given to range-topping 911. Essentially the same engine as previous year's RS for all markets except USA. Whaletail available from 1975.

Production numbers	1,667
Issue featured	134
Engine capacity	2,687cc
Compression ratio	8.5:1
Maximum power	213hp @ 6,300rpm
Maximum torque	255Nm @ 5,100rpm
0-62mph	6.3sec
Top speed	148mph
Length	4.291mm
Width	1.610mm
Weight	1,075kg
Wheels & tyres	F 6x15-inch; 185VR R 7x15-inch; 205VR

● (I & J series) ★ ★ ★ ★ ★

#### 911 Carrera 3.0 1976-77



Not sold in the US, the Carrera 3.0 was basically the same model as the previous Carrera, only fitted with a new 2,994cc engine, essentially from the 911 Turbo.

Production numbers	3,687
Issue featured	148
Engine capacity	2,994cc
Compression ratio	8.5:1
Maximum power	200hp @ 6,000rpm
Maximum torque	255Nm @ 4,200rpm
0-62mph	6.3sec
Top speed	145mph
Length	4.291mm
Width	1.610mm
Weight	1,093kg
Wheels & tyres	F 6x15-inch; 185/70/R15 R 7x15-inch; 215/60/R15



▲ ★ ★ ★ ★ ★

#### 930 3.0 1975-77

Fitted with a KKK turbo, this was the world's first production Porsche to be turbocharged. Flared arches, whaletail rear wing and four-speed gearbox were standard.

Production numbers	2,850
Issue featured	144
Engine capacity	2,994cc
Compression ratio	6.5:1
Maximum power	264hp @ 5,500rpm
Maximum torque	343Nm @ 4,000rpm
0-62mph	5.5sec
Top speed	155mph
Length	4.291mm
Width	1.775mm
Weight	1,140kg
Wheels & tyres	F 6x15-inch; 185/70/R15 R 6x15-inch; 215/60/R15



● ★ ★ ★ ★ ★

#### 930 3.3 1984-89

Revised engine added power and torque in 1984, while in 1987 Motronic engine management improved efficiency and emissions upon its return to the US market.

Production numbers	11,135
Issue featured	144
Engine capacity	3,299cc
Compression ratio	70:1
Maximum power	304hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	5.4sec
Top speed	161mph
Length	4.291mm
Width	1.775mm
Weight	1,300kg (1,335kg from '86)
Wheels & tyres	F 7x16-inch; 205/55/VR16 R 8x16-inch; 225/50/VR16

● ★ ★ ★ ★ ★

#### Carrera 3.2 1984-89



Almost the same galvanised body as the SC. Engine was claimed to be 80 per cent new, and the first production 911 to feature an ECU to control ignition and fuel systems.

Production numbers	70,044
Issue featured	148
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	234hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-62mph	5.6sec
Top speed	152mph
Length	4.291mm
Width	1.652mm
Weight	1,210kg
Wheels & tyres	F 7x16-inch; 195/65/VR15 R 8x15-inch; 215/60/VR15 (16" for '89)

● ★ ★ ★ ★ ★

#### 930 SE 1986-89



Slantnosed and based on 935 race cars, with pop-up headlamps. Front spoiler made deeper to accommodate extra oil cooler, rear intakes fed air to brakes.

Production numbers	50 (UK only)
Issue featured	146
Engine capacity	3,299cc
Compression ratio	70:1
Maximum power	335hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6sec
Top speed	173mph
Length	4.291mm
Width	1.840mm
Weight	1,335kg
Wheels & tyres	F 7x16-inch; 205/55/VR16 R 9x16-inch; 245/45/VR16



● ★ ★ ★ ★ ★

#### 959 1986-1988

Had tech later used on 911s including 4WD, ABS and twin turbos. A 959S was also available, featuring lighter cloth Sport seats, five-point harnesses and a roll cage.

Production numbers	337
Issue featured	142
Engine capacity	2,850cc
Compression ratio	8.3:1
Maximum power	456hp @ 6,500rpm
Maximum torque	500Nm @ 5,000rpm
0-60mph	3.9sec
Top speed	196mph
Length	4.260mm
Width	1.840mm
Weight	1,450kg
Wheels & tyres	F 8x17-inch; 235/45/ZR17 R 9x17-inch; 255/40/ZR17

● ★ ★ ★ ★ ★

#### Speedster 1989



Carrera 3.2 with a steeply raked windscreen and hood and stripped interior. Porsche claim the hood was not designed to be 100 per cent water tight.

Production numbers	2,274 (for both wide and narrow-bodied)
Issue featured	128
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	235hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-60mph	6.0sec
Top speed	148mph
Length	4.291mm
Width	1.775mm
Weight	1,220kg
Wheels & tyres	F 6x16-inch; 205/45/VR16 R 8x16-inch; 245/60/VR16



9e

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### 930 LE 1989

Essentially an SE but without a slantnose front, the LE had the same engine, front spoiler, sill extensions and rear air intakes. One made for every OPC of the time.

Production numbers	50
Issue featured	110
Engine capacity	3,299cc
Compression ratio	70:1
Maximum power	335hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6sec
Top speed	173mph
Length	4,291mm
Width	1,775mm
Weight	1,339kg
Wheels & tyres	
F	7x18-inch; 205/55/VR16
R	9x16-inch; 245/45/VR16

### 3.2 Clubsport 1987-89



Removing 'luxuries' sliced off around 40kg of weight. Revised engine management gave a higher rev limit of 6,840rpm. Suspension uprated and LSD standard.

Production numbers	340
Issue featured	126
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	234hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-62mph	5.5sec
Top speed	152mph
Length	4,291mm
Width	1,650mm
Weight	1,160kg
Wheels & tyres	
F	6x16-inch; 205/55/VR16
R	7x16-inch; 225/55/VR16

### 964 Turbo S 1992-93



180kg lighter than Turbo. Intakes in the rear arches funnelled air to the brakes, while the engine power was boosted by 61bhp. RS-spec uprated suspension.

Production numbers	81
Issue featured	108
Engine capacity	3,299cc
Compression ratio	70:1
Maximum power	386hp @ 6,000rpm
Maximum torque	490Nm @ 4,800rpm
0-62mph	4.6sec
Top speed	180mph
Length	4,250mm
Width	1,775mm
Weight	1,290kg
Wheels & tyres	
F	8x18-inch; 225/40/ZR18
R	10x18-inch; 265/35/ZR18



### 964 3.8 RS 1993

Identifiable by lightweight Turbo bodysheet, large rear wing and 18-inch Speedline wheels. Power came from a new 3.8-litre unit with hot-film air sensor and twin exhaust.

Production numbers	55
Issue featured	12
Engine capacity	3,746cc
Compression ratio	11.6:1
Maximum power	304hp @ 6,500rpm
Maximum torque	359Nm @ 5,250rpm
0-62mph	4.9sec
Top speed	169mph
Length	4,250mm
Width	1,775mm
Weight	1,210kg
Wheels & tyres	
F	8x18-inch; 235/40/ZR18
R	11x18-inch; 285/35/ZR18



### 993 Carrera 4S 1995-96

The 4S was effectively a Carrera 4 with a Turbo wide bodysheet, albeit lacking a fixed rear wing. Also boasted Turbo suspension, brakes and Turbo-look wheels.

Production numbers	6,948
Issue featured	109
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	289hp @ 6,100rpm
Maximum torque	340Nm @ 5,250rpm
0-62mph	5.3sec
Top speed	168mph
Length	4,245mm
Width	1,795mm
Weight	1,520kg
Wheels & tyres	
F	8x18-inch; 225/40/ZR18
R	10x18-inch; 285/30/ZR18

### 993 Carrera RS 1995-96



Lightweight body as per RS tradition, teamed with a 3.8-litre engine, VarioRam intake system and remapped ECU to create 300bhp, fed to the rear wheels only.

Production numbers	1,014
Issue featured	119
Engine capacity	3,746cc
Compression ratio	11.5:1
Maximum power	304hp @ 6,000rpm
Maximum torque	355Nm @ 5,400rpm
0-62mph	5.0sec
Top speed	172mph
Length	4,245mm
Width	1,735mm
Weight	1,279kg
Wheels & tyres	
F	8x18-inch; 225/40/ZR18
R	10x18-inch; 285/35/ZR18

### 996 Carrera 4 1998-2001



Four-wheel drive transmission fed five per cent of power in normal driving, increasing to 40 per cent when required. PSM used for first time, rolled out across the range in 2001.

Production numbers	22,054
Issue featured	111
Engine capacity	3,387cc
Compression ratio	11.3:1
Maximum power	304hp @ 6,800rpm
Maximum torque	350Nm @ 4,600rpm
0-62mph	5.2sec
Top speed	174mph
Length	4,430mm
Width	1,765mm
Weight	1,375kg
Wheels & tyres	
F	7x17-inch; 205/50/R17
R	9x17-inch; 255/40/R17

### 996 GT3 1998-2000



Commonly called the Gen1 GT3, this was a lightweight 996 with power driving the rear wheels. Suspension was lowered by 30mm and brakes were uprated.

Production numbers	1,858
Issue featured	117
Engine capacity	3,600cc
Compression ratio	11.7:1
Maximum power	365hp @ 7,200rpm
Maximum torque	370Nm @ 5,000rpm
0-62mph	4.8sec
Top speed	188mph
Length	4,430mm
Width	1,765mm
Weight	1,350kg
Wheels & tyres	
F	8x18-inch; 225/40/R18
R	10x18-inch; 285/30/R18

### 996 Turbo 2001-05



Distinguished by wide rear arches, air intakes and deep front wing, plus part-fixed, part-retractable rear wing. Different engine to 3.6-litre 996 unit.

Production numbers	20,499
Issue featured	114
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	426hp @ 6,000rpm
Maximum torque	560Nm @ 2,700-4,600rpm
0-62mph	4.2sec
Top speed	189mph
Length	4,435mm
Width	1,830mm
Weight	1,540kg
Wheels & tyres	
F	8x18-inch; 225/40/R18
R	11x18-inch; 295/30/R18



★★★★★

964 Carrera 4 1989-93

Heavily revised bodywork, deformable bumpers over coil-spring suspension and four-wheel-drive marked this radical overhaul of the '87 per cent new' 911.

Production numbers	13,353 (Coupe)
Issue featured	111
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	254hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.7sec
Top speed	162mph
Length	4,250mm
Width	1,652mm
Weight	1,450kg
Wheels & tyres	F 6x16-inch; 205/55/ZR16 R 8x16-inch; 225/50/ZR16

★★★★★

964 Carrera 2 1990-93

Rear-drive Carrera 2 offered an emphatically more traditional 911 experience, and was 100kg lighter, but looked identical to the Carrera 4. Tiptronic was a new option.

Production numbers	19,484
Issue featured	119
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	254hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.6sec
Top speed	162mph
Length	4,250mm
Width	1,652mm
Weight	1,350kg
Wheels & tyres	F 6x16-inch; 205/55/ZR16 R 8x16-inch; 225/50/ZR16

★★★★★

964 Turbo 1991-92

This used the revised 964 bodysell, extended arches and 'teatray' wing. The engine was essentially the 3.3-litre unit from the previous model, but updated.

Production numbers	3,660
Issue featured	116
Engine capacity	3,299cc
Compression ratio	70:1
Maximum power	324hp @ 5,750rpm
Maximum torque	450Nm @ 4,500rpm
0-62mph	4.5sec
Top speed	168mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	F 7x17-inch; 205/50/ZR17 R 9x17-inch; 255/40/ZR17

★★★★★

964 C4 Lightweight 1991

964 Leichtbau made use of surplus parts from 953 Paris-Dakar project. Highlights include four-way adjustable differential, short-ratio gearbox and stripped interior.

Production numbers	22
Issue featured	131
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	269hp @ 6,720rpm
Maximum torque	304Nm @ 6,720rpm
0-62mph	4.5sec
Top speed	129mph
Length	4,275mm
Width	1,652mm
Weight	1,100kg
Wheels & tyres	F 7x16-inch; 205/55/ZR16 R 9x16-inch; 245/55/ZR16

★★★★★

(C & D series) 964 RS 1991-92

120kg saved by deleting 'luxuries' and fitting magnesium Cup wheels. Power was boosted by 10bhp, suspension lowered by 40mm and uprated, as were brakes.

Production numbers	2,405
Issue featured	131
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	264hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.4sec
Top speed	162mph
Length	4,250mm
Width	1,650mm
Weight	1,230kg (Sport)
Wheels & tyres	F 7x17-inch; 205/50/ZR17 R 9x17-inch; 255/40/ZR17

★★★★★

964 C2 Speedster 93-94

Combined the 964 bodysell with the hood and windscreen of the Carrera 3.2 Speedster, plus RS interior. It is thought Porsche planned to build 3,000, but demand fell.

Production numbers	936
Issue featured	128
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	254hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.5sec
Top speed	161mph
Length	4,250mm
Width	1,652mm
Weight	1,340kg
Wheels & tyres	F 7x17-inch; 205/55/ZR17 R 9x17-inch; 255/40/ZR17

★★★★★

964 Turbo 3.6 1993-94

Engine based on modified 3.6-litre 964 unit. Distinctive 18-inch split-rim Speedline wheels covered the Big Red brake calipers. Suspension lowered by 20mm.

Production numbers	1,437
Issue featured	120
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	365hp @ 5,500rpm
Maximum torque	520Nm @ 4,200rpm
0-62mph	4.8sec
Top speed	174mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	F 8x18-inch; 225/55/ZR18 R 10x18-inch; 265/35/ZR18

★★★★★

964 Anniversary 1993-94

'30 Jahre' anniversary 964 utilised a Turbo 'wide body' melded to the four-wheel-drive Carrera running gear. Available in Viola metallic, Polar silver or Amethyst.

Production numbers	911
Issue featured	112
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	254hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.7sec
Top speed	162mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	F 7x17-inch; 205/50/ZR17 R 9x17-inch; 255/40/ZR17

★★★★★

964 RS America 1973

Offered in five colours, fixed whaletail wing and two cloth sports seats, with just four options: air-con, sunroof, 90 per cent locking rear differential and stereo.

Production numbers	701
Issue featured	102
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	254hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.5sec
Top speed	164mph
Length	4,250mm
Width	1,650mm
Weight	1,340kg
Wheels & tyres	F 7x17-inch; 205/50/ZR17 R 9x17-inch; 255/40/ZR17

★★★★★

993 Carrera 1993-97

Restyled bodywork had swept-back headlamps, curvaceous wings and blended-in bumpers. The 3,600cc engine was revised, with VarioRam available from 1996.

Production numbers	38,626
Issue featured	110
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	276hp @ 6,000rpm
Maximum torque	330Nm @ 5,000rpm
0-62mph	5.6sec
Top speed	168mph
Length	4,245mm
Width	1,735mm
Weight	1,370kg
Wheels & tyres	F 7x16-inch; 205/55/ZR16 R 9x16-inch; 245/45/ZR16

★★★★★

993 Carrera 4 1994-97

As per the 993-model Carrera, but with four-wheel-drive. Transmission was half the weight of the previous Carrera 4, and was designed to give a more rear-drive feel.

Production numbers	2,884 (Coupe)
Issue featured	111
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	276hp @ 6,000rpm
Maximum torque	330Nm @ 5,000rpm
0-62mph	5.5sec
Top speed	166mph
Length	4,245mm
Width	1,735mm
Weight	1,420kg
Wheels & tyres	F 7x16-inch; 205/55/ZR16 R 9x16-inch; 245/45/ZR16

★★★★★

993 GT2 1995-96

911 Turbo, but with reduced equipment. Also included rear-wheel-drive, making it a better track car. Fitted with huge front and rear wings and bolt-on arch extensions.

Production numbers	173
Issue featured	131
Engine capacity	3,600cc
Compression ratio	80:1
Maximum power	436hp @ 5,750rpm
Maximum torque	540Nm @ 4,500rpm
0-62mph	3.9sec
Top speed	189mph
Length	4,245mm
Width	1,855mm
Weight	1,290kg
Wheels & tyres	F 9x18-inch; 235/40/ZR18 R 11x18-inch; 285/35/ZR18

★★★★★

993 Turbo 1996-98

Fitted with two KKK turbochargers in order to reduce lag. Power went to all four wheels using the Carrera 4's transmission system. Brakes were 'Big Reds'.

Production numbers	5,937
Issue featured	147
Engine capacity	3,600cc
Compression ratio	80:1
Maximum power	414hp @ 5,750rpm
Maximum torque	540Nm @ 4,250rpm
0-62mph	4.3sec
Top speed	180mph
Length	4,245mm
Width	1,795mm
Weight	1,500kg
Wheels & tyres	F 8x18-inch; 225/40/ZR18 R 10x18-inch; 285/30/ZR18

★★★★★

993 Carrera S 1997-98

The features that come with the Carrera S are similar to the Carrera 4S's, only this time in rear-wheel drive. Sought after for its superb handling and wide-body looks.

Production numbers	3,714
Issue featured	118
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	289hp @ 6,100rpm
Maximum torque	340Nm @ 5,250rpm
0-62mph	4.1sec
Top speed	168mph
Length	4,245mm
Width	1,795mm
Weight	1,450kg
Wheels & tyres	F 8x18-inch; 225/40/ZR18 R 10x18-inch; 285/30/ZR18

★★★★★

993 Turbo S 1998

The final hurrah for the last air-cooled 911. With 450bhp for UK models, it was the fastest and most luxurious road-going model Stuttgart had ever produced. Manual only.

Production numbers	345
Issue featured	115
Engine capacity	3,600cc
Compression ratio	80:1
Maximum power	456hp @ 5,750rpm
Maximum torque	585Nm @ 4,900rpm
0-62mph	4.1sec
Top speed	186mph
Length	4,245mm
Width	1,795mm
Weight	1,583kg
Wheels & tyres	F 8x18-inch; 225/40/ZR18 R 10x18-inch; 285/30/ZR18

★★★★★

996 Carrera 1998-2001

An all-new 911 with larger, restyled bodywork and a water-cooled engine. Interior was redesigned in order to enable better ergonomic efficiency and more room.

Production numbers	56,733
Issue featured	117
Engine capacity	3,387cc
Compression ratio	11.3:1
Maximum power	304hp @ 6,800rpm
Maximum torque	350Nm @ 4,600rpm
0-62mph	5.2sec
Top speed	174mph
Length	4,430mm
Width	1,765mm
Weight	1,320kg
Wheels & tyres	F 7x17-inch; 205/50/ZR17 R 9x17-inch; 255/40/ZR17

★★★★★

996 Carrera 4S 2001-05

Basically a C4 featuring a Turbo bodysell, without rear air intakes, but with a full-width rear reflector panel. Suspension and brakes were similar to the Turbo spec.

Production numbers	23,055
Issue featured	124
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	324hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.1sec
Top speed	174mph
Length	4,435mm
Width	1,830mm
Weight	1,495kg
Wheels & tyres	F 8x18-inch; 225/40/ZR18 R 11x18-inch; 295/30/ZR18

★★★★★

996 GT2 2001-03

A lightweight, Turbo-bodied 996 with uprated turbocharged engine and suspension. PCCB was standard. Revised ECU later gave an extra 21bhp.

Production numbers	1,287
Issue featured	127
Engine capacity	3,600cc
Compression ratio	94:1
Maximum power	468hp @ 5,700rpm
Maximum torque	620Nm @ 3,500-4,500rpm
0-62mph	4.1sec
Top speed	196mph
Length	4,450mm
Width	1,770mm
Weight	1,440kg
Wheels & tyres	F 8x18-inch; 235/40/ZR18 R 12x18-inch; 315/30/ZR18

★★★★★

Gen2 996 C2 2002-04

Facelifted with Turbo-style headlamps and revised front and rear bumpers, fitted with more powerful 3.6-litre engine and VarioCam Plus. Manual and Tiptronic 'boxes updated.

Production numbers	29,389
Issue featured	136
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	324hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.0sec
Top speed	177mph
Length	4,430mm
Width	1,770mm
Weight	1,370kg
Wheels & tyres	F 7x17-inch; 205/50/ZR17 R 9x17-inch; 255/40/ZR17

★★★★★

Gen2 996 C4 2002-04

Facelifted in line with rear-drive Carrera, though the all-wheel-drive version drives very much like its rear-drive brethren. Cabin received minor updates over Gen1.

Production numbers	10,386
Issue featured	107
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	324hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.0sec
Top speed	177mph
Length	4,430mm
Width	1,770mm
Weight	1,430kg
Wheels & tyres	F 7x17-inch; 205/50/ZR17 R 9x17-inch; 255/40/ZR17

★★★★★

996 Anniversary 03-04

Available in GT silver, and included a Turbo front bumper and chrome Carrera wheels. Powerkit, -10mm sports suspension and mechanical LSD standard.

Production numbers	1,963
Issue featured	112
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	350hp @ 6,800rpm
Maximum torque	370Nm @ 4,800rpm
0-62mph	4.9sec
Top speed	175mph
Length	4,430mm
Width	1,770mm
Weight	1,370kg
Wheels & tyres	F 8x18-inch; 225/40/ZR18 R 10x18-inch; 285/30/ZR18



# Sales debate

## Will the new 991 GT2 RS affect values of the 997?



As is customary when a new 911 arrives in showrooms, interest usually spikes in older iterations of that model with buyers, sellers and other speculators all looking to the used market. This of course is to be no different for the 997 GT2 RS, predecessor to the 991 and the original road-going turbocharged Rennsport.

Porsche's latest 991 has revived the GT2 RS moniker, which was previously singularly represented by the 997, however, despite sharing the same name, there are many differences between the first and second 911 GT2 Rennsports.

The 997 is undoubtedly more analogue, though crucially for investors it was built on a numbered production run, making it a slightly different proposition to its 991 successor. However, intrigue in the new car will peak interest in the original, so we asked specialists on both sides of the Atlantic what they predict will happen in the 997 GT2 RS market.

Alex Ross, joint proprietor of California water-cooled tuning gurus, Sharkwerks, believes the integrity of the 997 GT2 RS as a driver's car will ensure its value isn't adversely affected by the arrival of the 991, telling us: "Speculating in this crazy, inflated time is a hard thing to do, though I don't believe 997 GT2 RS or GT2 prices will be adversely affected with the introduction of the 991 version. As exciting as the announcement is, and amazing as the specs, figures, and technology on the 991 GT2 RS are, they've somewhat cut the nuts off it in PDK-only form; the 'widowmaker' may be back but Porsche has stated they tamed it a bit with PDK, more driver aids et al, therefore any 997 GT2/GT2 RS will always be a rare and special breed for wackos like us."

Back in the UK, Greig Daly of Tring-based RPM Technik predicts a similar fate for the 997, despite the 991's arrival. "I think with the introduction of the latest 991 version, it only makes the 997 seem more pleasing to the eye and desirable. The fact that the 997 was also a proper limited edition car with only 19 examples allegedly making it to the UK and that it was the most powerful 997 production only add to its mythical status," he says, adding, "due to the 991 hype it will have a trickle down effect on the 997 and pique people's interest in them and potentially start pushing their prices even higher from where they are right now."

So, both specialists are pretty certain the 991 won't negatively affect the 997's value, which is already looking like a modern classic.



Based on facelifted 996 Carrera, but with new wings. Suspension lowered and updated, PCCB optional. Full-spec interior unless Clubsport option was ordered.

Production numbers	2,313
Issue featured	142
Engine capacity	3,600cc
Compression ratio	11.7:1
Maximum power	389hp @ 7,400rpm
Maximum torque	385Nm @ 5,000rpm
0-62mph	4.5sec
Top speed	190mph
Length	4,435mm
Width	1,770mm
Weight	1,380kg
Wheels & tyres	
F	8.5x18-inch; 235/40/R18
R	11x18-inch; 295/30/R18



Production numbers	682
Issue featured	116
Engine capacity	3,600cc
Compression ratio	11.7:1
Maximum power	386hp @ 7,400rpm
Maximum torque	385Nm @ 5,000rpm
0-62mph	4.4sec
Top speed	199mph
Length	4,435mm
Width	1,770mm
Weight	1,360kg
Wheels & tyres	
F	8.5x18-inch; 235/40/R18
R	11x18-inch; 295/30/R18



A 911 Turbo with the previously optional 30bhp power upgrade, with larger turbochargers, updated intercoolers and a revised ECU. PCCB standard.

Production numbers	1,563
Issue featured	132
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	456hp @ 5,700rpm
Maximum torque	620Nm @ 3,500rpm
0-60mph	4.2sec
Top speed	191mph
Length	4,291mm
Width	1,830mm
Weight	1,590kg
Wheels & tyres	
F	8x18-inch; 235/40/R18
R	11x18-inch; 295/30/R18



Like the 997 Carrera, but with drive to all four wheels via a multi-disc viscous coupling, transferring between five and 40 per cent of traction to the front. 44mm wider at rear.

Production numbers	8,533
Issue featured	3
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	330hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.1sec
Top speed	174mph
Length	4,427mm
Width	1,852mm
Weight	1,450kg
Wheels & tyres	
F	8x18-inch; 235/40/R18
R	11x18-inch; 295/35/R18



The same 3.8-litre, 355bhp engine as the Carrera S, with four-wheel-drive system on C4. 44mm wider than Carrera S to accommodate for wider rear wheels and tyres.

Production numbers	30,973
Issue featured	111
Engine capacity	3,824cc
Compression ratio	11.8:1
Maximum power	360hp @ 6,600rpm
Maximum torque	400Nm @ 4,600rpm
0-62mph	4.8sec
Top speed	179mph
Length	4,427mm
Width	1,852mm
Weight	1,475kg
Wheels & tyres	
F	8x19-inch; 235/35/R19
R	11x19-inch; 305/30/R19



Production numbers	19,201 (up to 2008)
Issue featured	107
Engine capacity	3,600cc
Compression ratio	9.8:1
Maximum power	487hp @ 6,000rpm
Maximum torque	620Nm @ 1,950rpm
0-62mph	3.9sec
Top speed	193mph
Length	4,450mm
Width	1,852mm
Weight	1,585kg
Wheels & tyres	
F	8.5x19-inch; 235/35/R19
R	11x19-inch; 305/30/R19

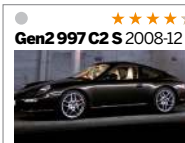


Essentially a 997 Turbo but with rear-wheel drive only. Had a more track-orientated suspension and brake setup, with GT3-style interior and extra power.

Production numbers	1,242
Issue featured	127
Engine capacity	3,600cc
Compression ratio	9.0:1
Maximum power	537hp @ 6,500rpm
Maximum torque	680Nm @ 2,200rpm
0-62mph	3.7sec
Top speed	204mph
Length	4,469mm
Width	1,852mm
Weight	1,440kg
Wheels & tyres	
F	8.5x19-inch; 235/35/ZR19
R	12x19-inch; 305/30/ZR19



Production numbers	10,500
Issue featured	144
Engine capacity	3,614cc
Compression ratio	12.5:1
Maximum power	345hp @ 6,500rpm
Maximum torque	390Nm @ 4,400rpm
0-62mph	4.9sec
Top speed	179mph
Length	4,435mm
Width	1,808mm
Weight	1,415kg
Wheels & tyres	
F	8x18-inch; 235/40/ZR18
R	10.5x18-inch; 265/40/ZR18



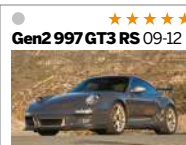
Altered as per the Carrera, but with larger 3.8-litre engine – again using fewer components and Direct Fuel Injection. Had seven-speed PDK optional, like the Carrera.

Production numbers	15,000
Issue featured	61
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	385hp @ 6,500rpm
Maximum torque	420Nm @ 4,400rpm
0-62mph	4.7sec
Top speed	187mph
Length	4,435mm
Width	1,808mm
Weight	1,425kg
Wheels & tyres	
F	8x19-inch; 235/35/ZR19
R	11x19-inch; 295/30/ZR19



Same as the original 997 Turbo but with new LED tail-lights and driver lights up front. Larger tailpipes and DFI engine, with fuel consumption cut by 16%.

Production numbers	3,800
Issue featured	116
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	500hp @ 6,000rpm
Maximum torque	650Nm @ 1,950rpm
0-62mph	3.4sec
Top speed	194mph
Length	4,450mm
Width	1,852mm
Weight	1,570kg
Wheels & tyres	
F	8.5x19-inch; 235/35/ZR19
R	11x19-inch; 305/30/ZR19



Wider front arches and a larger wing. Dynamic engine mounts and PASM are standard. Air-con is optional, with no door handles, wheel brace or sound proofing.

Production numbers	1,500
Issue featured	125
Engine capacity	3,800cc
Compression ratio	12.2:1
Maximum power	450hp @ 7,900rpm
Maximum torque	430Nm @ 6,750rpm
0-62mph	4.0sec
Top speed	192mph
Length	4,460mm
Width	1,852mm
Weight	1,370kg
Wheels & tyres	
F	9x19-inch; 245/35/ZR19
R	12x19-inch; 325/30/ZR19



Production numbers	356
Issue featured	128
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,400rpm
0-62mph	4.4sec
Top speed	190mph
Length	4,440mm
Width	1,852mm
Weight	1,540kg
Wheels & tyres	
F	8.5x19-inch; 235/35/ZR19
R	11x19-inch; 305/30/ZR19





★ ★ ★ ★ ★  
**997 Carrera**  
**2004-08**  
 Fully revised Porsche 911 with 993-influenced bodywork and a new interior. Engine was like 996, but refined for more power. Six-speed Tiptronic option available.

<b>Production numbers</b>	25,788
<b>Issue featured</b>	112
<b>Engine capacity</b>	3,596cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	330hp @ 6,800rpm
<b>Maximum torque</b>	370Nm @ 4,250rpm
<b>0-62mph</b>	5.0sec
<b>Top speed</b>	177mph
<b>Length</b>	4,427mm
<b>Width</b>	1,808mm
<b>Weight</b>	1,395kg
<b>Wheels &amp; tyres</b>	
<b>F</b>	8x18-inch; 235/40/R18
<b>R</b>	10x18-inch; 265/40/R18



★ ★ ★ ★ ★  
**997 Carrera S 2004-08**  
 As per the 997 Carrera, but with more powerful 3.8-litre engine and PASM. 19-inch wheels as standard, with bigger ventilated brakes. Featured quad exhaust tailpipes.

<b>Production numbers</b>	41,059
<b>Issue featured</b>	107
<b>Engine capacity</b>	3,824cc
<b>Compression ratio</b>	11.8:1
<b>Maximum power</b>	360hp @ 6,600rpm
<b>Maximum torque</b>	400Nm @ 4,600rpm
<b>0-62mph</b>	4.8sec
<b>Top speed</b>	182mph
<b>Length</b>	4,427mm
<b>Width</b>	1,808mm
<b>Weight</b>	1,420kg
<b>Wheels &amp; tyres</b>	
<b>F</b>	8x19-inch; 235/35/R19
<b>R</b>	11x19-inch; 295/30/R19



★ ★ ★ ★ ★  
**997 GT3 2006-07**  
 Track-focused, but based on narrow-bodied Carrera with reworked 996 GT3 engine. PASM standard, revs to 8,400rpm, 200 higher than the Gen2 996 GT3.

<b>Production numbers</b>	2,378
<b>Issue featured</b>	117
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	12.0:1
<b>Maximum power</b>	421hp @ 7,600rpm
<b>Maximum torque</b>	405Nm @ 5,500rpm
<b>0-62mph</b>	4.3sec
<b>Top speed</b>	192mph
<b>Length</b>	4,445mm
<b>Width</b>	1,808mm
<b>Weight</b>	1,395kg
<b>Wheels &amp; tyres</b>	
<b>F</b>	8.5x19-inch; 235/35/R19
<b>R</b>	12x19-inch; 305/30/R19



★ ★ ★ ★ ★  
**997 GT3 RS 2006-07**  
 Similar to GT3, with wider rear bodyshell of the Carrera S. 20kg of weight saved from GT3 thanks to carbon engine cover and rear wing, and plastic rear window.

<b>Production numbers</b>	1,106
<b>Issue featured</b>	110
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	12.0:1
<b>Maximum power</b>	421hp @ 7,600rpm
<b>Maximum torque</b>	405Nm @ 5,500rpm
<b>0-62mph</b>	4.2sec
<b>Top speed</b>	194mph
<b>Length</b>	4,460mm
<b>Width</b>	1,808mm
<b>Weight</b>	1,375kg
<b>Wheels &amp; tyres</b>	
<b>F</b>	8.5x19-inch; 235/35/R19
<b>R</b>	12x19-inch; 305/30/R19



★ ★ ★ ★ ★  
**Gen2 997 C4S**  
**2008-12**  
 Body as per C4 but with larger engine. Utilised 997 Turbo's 4WD and PTM. Viscous coupling gives way to electromagnetically controlled multi-plate clutch.

<b>Production numbers</b>	7,910 (Coupe)
<b>Issue featured</b>	111
<b>Engine capacity</b>	3,800cc
<b>Compression ratio</b>	12.5:1
<b>Maximum power</b>	385hp @ 6,500rpm
<b>Maximum torque</b>	420Nm @ 4,400rpm
<b>0-62mph</b>	4.7sec
<b>Top speed</b>	185mph
<b>Length</b>	4,435mm
<b>Width</b>	1,852mm
<b>Weight</b>	1,480kg
<b>Wheels &amp; tyres</b>	
<b>F</b>	8x19-inch; 235/35/R19
<b>R</b>	11x19-inch; 305/30/R19



★ ★ ★ ★ ★  
**Gen2 997 GT3 2009-12**  
 Updated as per the Carrera, but with a unique front and rear wing, revised PASM, centre-lock wheels and better brakes. 2010 MY GT3s recalled to fix rear hubs.

<b>Production numbers</b>	2,200
<b>Issue featured</b>	117
<b>Engine capacity</b>	3,797cc
<b>Compression ratio</b>	12.2:1
<b>Maximum power</b>	435hp @ 7,900rpm
<b>Maximum torque</b>	430Nm @ 5,250rpm
<b>0-62mph</b>	4.1sec
<b>Top speed</b>	194mph
<b>Length</b>	4,460mm
<b>Width</b>	1,808mm
<b>Weight</b>	1,390kg
<b>Wheels &amp; tyres</b>	
<b>F</b>	8.5x19-inch; 235/35/R19
<b>R</b>	12x19-inch; 305/30/R19



★ ★ ★ ★ ★  
**997 Sport Classic 2010**  
 Based on 3.8-litre Powerkit, rear-wheel-drive Carrera S, but with 44mm wider rear arches. Retro styling including iconic ducktail and large Fuchs wheels.

<b>Production numbers</b>	250
<b>Issue featured</b>	146
<b>Engine capacity</b>	3,800cc
<b>Compression ratio</b>	12.5:1
<b>Maximum power</b>	408hp @ 7,300rpm
<b>Maximum torque</b>	420Nm @ 4,200-5,600rpm
<b>0-62mph</b>	4.6sec
<b>Top speed</b>	187mph
<b>Length</b>	4,435mm
<b>Width</b>	1,852mm
<b>Weight</b>	1,425kg
<b>Wheels &amp; tyres</b>	
<b>F</b>	8.5x19-inch; 235/35/R19
<b>R</b>	11x19-inch; 305/30/R19



★ ★ ★ ★ ★  
**997 GT3 RS 4.0 2010**  
 Engine was upgraded and aerodynamically tweaked, with the angle of the rear wing increased and dive planes on either side of the front nose. A future collectors' gem.

<b>Production numbers</b>	600
<b>Issue featured</b>	125
<b>Engine capacity</b>	3,996cc
<b>Compression ratio</b>	12.6:1
<b>Maximum power</b>	500hp @ 8,250rpm
<b>Maximum torque</b>	460Nm @ 5,750rpm
<b>0-62mph</b>	3.9sec
<b>Top speed</b>	193mph
<b>Length</b>	4,460mm
<b>Width</b>	1,852mm
<b>Weight</b>	1,360kg
<b>Wheels &amp; tyres</b>	
<b>F</b>	9x19-inch; 245/35/R19
<b>R</b>	12x19-inch; 325/30/R19

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### 997 918 Edition 2010

These exclusive 997  
Turbo S-spec 911s were  
only available to those  
who had paid a deposit  
for a 918 Spyder. Acid  
green badging and brake  
calipers.

Production numbers	121
Issue featured	74
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	530hp @ 6,250-6,750rpm
Maximum torque	700Nm @ 2,100-7,000rpm
0-62mph	4.250rpm
Top speed	3.3sec
Length	195mm
Width	4,435mm
Weight	1,852mm
Wheels & tyres	1.585kg
	F 8.5x19-inch; 235/35/ZR19
	R 11x19-inch; 305/30/ZR19

### 997 GT2 RS 2010-11



GT2 went back to its roots with  
lightweight body and interior,  
plus extra power. Recognisable  
thanks to carbon fibre bonnet,  
air intake and mirrors.

Production numbers	500
Issue featured	114
Engine capacity	3,600cc
Compression ratio	9.0:1
Maximum power	620hp @ 6,500rpm
Maximum torque	700Nm @ 2,500-5,500rpm
0-62mph	3.5sec
Top speed	205mph
Length	4,460mm
Width	1,852mm
Weight	1,370kg
Wheels & tyres	
	F 9x19-inch; 245/35/ZR19
	R 12x19-inch; 325/30/ZR19

### 991.1 Carrera 4 2012-15



22mm wider body than C2,  
with 10mm wider tyres and  
connecting rear tail light as  
standard. Also features a torque  
distribution indicator on the  
digital dash clock.

Production numbers	Unknown
Issue featured	98
Engine capacity	3,436cc
Compression ratio	12.5:1
Maximum power	350hp @ 7,400rpm
Maximum torque	390Nm @ 5,600rpm
0-62mph	4.9sec
Top speed	177mph
Length	4,491mm
Width	1,852mm
Weight	1,430kg
Wheels & tyres	
	F 8.5x19-inch; 235/40/ZR19
	R 11x19-inch; 305/35/ZR19



### 991.1 Carrera 4S 2012-15

Same wider body styling  
as C4, coupled to 3.8-litre  
400bhp engine. Also  
features six-piston brake  
calipers at front. PTV  
spread torque more  
evenly.

Production numbers	Unknown
Issue featured	118
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	400hp @ 7,400rpm
Maximum torque	440Nm @ 5,600rpm
0-62mph	4.5sec
Top speed	185mph
Length	4,491mm
Width	1,852mm
Weight	1,445kg
Wheels & tyres	
	F 8.5x19-inch; 245/35/ZR20
	R 12x20-inch; 305/30/ZR20



### 991 GT3 RS 2015-

Unprecedented aero  
package now delivers 997  
RS 4.0's max downforce  
at just 93mph. Features  
modified 4.0-litre DFI  
version of 991.1 GT3  
engine; PDK-only.

Production numbers	120 (UK)
Issue featured	136
Engine capacity	3,996cc
Compression ratio	12.9:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 6,250rpm
0-62mph	3.3sec
Top speed	193mph
Length	4,545mm
Width	1,880mm
Weight	1,420kg
Wheels & tyres	
	F 9.5x20-inch; 265/35/ZR20
	R 12.5x21-inch; 325/30/ZR21

### 991.2 Carrera 2015-



Facelift model substantially  
changed underneath with  
power coming from completely  
new 3.0-litre 9A2 turbocharged  
engine. PASM now standard.

Production numbers	In production
Issue featured	137
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	370hp @ 6,500rpm
Maximum torque	450Nm @ 1,700-5,000rpm
0-62mph	4.2sec
Top speed	183mph
Length	4,499mm
Width	1,808mm
Weight	1,430kg
Wheels & tyres	
	F 8.5x19-inch; 245/35/ZR19
	R 11x19-inch; 295/35/ZR19



### 991 R 2016

991 GT3 RS engine mated  
to revised 6-speed manual  
gearbox. Features Carrera  
Cabriolet active rear  
wing with diffuser aiding  
downforce. Lightweight  
flywheel optional.

Production numbers	991
Issue featured	141
Engine capacity	3,996cc
Compression ratio	13.2:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 6,250rpm
0-62mph	3.8sec
Top speed	201mph
Length	4,532mm
Width	1,852mm
Weight	1,370kg
Wheels & tyres	
	F 9x20-inch; 245/35/ZR20
	R 12x20-inch; 305/30/ZR20

### 991.2 Carrera GTS 2017-



Similar specification and 'black  
accent' styling as per 991.1,  
available in both rear-wheel and  
all-wheel drive form. C4 GTS  
quicker than C2 GTS.

Production numbers	In production
Issue featured	150
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	450hp @ 6,500rpm
Maximum torque	550Nm @ 2,150-5,000rpm
0-62mph	4.1sec
Top speed	194mph
Length	4,528mm
Width	1,852mm
Weight	1,450kg
Wheels & tyres	
	F 9x20-inch; 245/35/ZR20
	R 12x20-inch; 305/30/ZR20



★ ★ ★ ★ ★

997 C2 GTS 2010-12

C4's wider rear body, and powered by the 3.8-litre Carrera S engine, with a Powerkit producing extra 25bhp. GTS is laden with Porsche options.

Production numbers	Unknown
Issue featured	118
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,200-5,600rpm
0-62mph	4.6sec
Top speed	190mph
Length	4,435mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	F 8.5x19-inch; 235/35/19
R	11x19-inch; 305/30/19

★ ★ ★ ★ ★

997 C4 GTS 2011-12

Like C2 997 GTS but slightly heavier and with 4WD. In either C2 or C4 form, it represented a great saving over optioning up a 997 Carrera counterpart.

Production numbers	Unknown
Issue featured	125
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,200-5,600rpm
0-62mph	4.6sec
Top speed	188mph
Length	4,435mm
Width	1,852mm
Weight	1,480kg
Wheels & tyres	F 8.5x19-inch; 235/35/19
R	11x19-inch; 305/30/19

★ ★ ★ ★ ★

997 Turbo S 2011-13

A standard 997 Turbo but more power and higher level of standard equipment including PCCB, centre-lock wheels, crested sports seats and Sport Chrono Plus.

Production numbers	2,000
Issue featured	123
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	530hp @ 6,250-6,750rpm
Maximum torque	700Nm @ 2,100-4,250rpm
0-62mph	3.3sec
Top speed	195mph
Length	4,435mm
Width	1,852mm
Weight	1,585kg
Wheels & tyres	F 8.5x19-inch; 235/35/19
R	11x19-inch; 305/30/19

★ ★ ★ ★ ★

991.1 Carrera 2011-15

The first of the newest and latest Gen7 911, it takes styling hues from the 993. A redesigned chassis with lengthened wheelbase reduces overhang of the engine.

Production numbers	Unknown
Issue featured	137
Engine capacity	3,436cc
Compression ratio	12.5:1
Maximum power	350hp @ 7,400rpm
Maximum torque	390Nm @ 5,600rpm
0-62mph	4.8sec
Top speed	179.6mph
Length	4,491mm
Width	1,808mm
Weight	1,380kg
Wheels & tyres	F 8.5x19-inch; 235/40/19
R	11x19-inch; 285/35/19

★ ★ ★ ★ ★

991.1 Carrera S 2011-15

Same as Carrera, with seven-speed manual 'box but utilising bigger engine. Slightly larger front brakes than the standard Carrera, PASM as standard equipment.

Production numbers	Unknown
Issue featured	114
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	400hp @ 7,400rpm
Maximum torque	440Nm @ 5,600rpm
0-62mph	4.5sec
Top speed	188.9mph
Length	4,491mm
Width	1,808mm
Weight	1,395kg
Wheels & tyres	F 8.5x20-inch; 245/35/19
R	11x20-inch; 295/30/19

★ ★ ★ ★ ★

991.1 GT3 2013-2015

Wide body from 991 Carrera 4 was used for the first time. Mezger engine from previous GT3s replaced with revamped DFI version of Carrera S engine. PDK only.

Production numbers	Unknown
Issue featured	143
Engine capacity	3,800cc
Compression ratio	12.9:1
Maximum power	475hp @ 8,250rpm
Maximum torque	440Nm @ 6,250rpm
0-62mph	3.5sec
Top speed	196mph
Length	4,454mm
Width	1,852mm
Weight	1,430kg
Wheels & tyres	F 8.5x19-inch; 245/35/19
R	11x20-inch; 305/30/19

★ ★ ★ ★ ★

991.1 Turbo 2013-15

New Turbo marks introduction of rear axle steering, plus PDK-only transmission to forced induction 991 models.

Production numbers	Unknown
Issue featured	109
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	520hp @ 6,000-6,500rpm
Maximum torque	660Nm @ 1,950-5,000rpm
0-62mph	3.4sec
Top speed	195mph
Length	4,506mm
Width	1,880mm
Weight	1,595kg
Wheels & tyres	F 8.5x19-inch; 245/35/19
R	11x20-inch; 305/30/19

★ ★ ★ ★ ★

991.1 Turbo S 2013-15

Same dimensions as 991 Turbo, but with a tweaked map to provide extra 40bhp. Turbo options standard, including centre-lock wheels and PCCB.

Production numbers	Unknown
Issue featured	115
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	560hp @ 6,500-6,750rpm
Maximum torque	700Nm @ 2,100-4,250rpm
0-62mph	3.1sec
Top speed	197mph
Length	4,506mm
Width	1,880mm
Weight	1,605kg
Wheels & tyres	F 8.5x20-inch; 245/35/19
R	11x20-inch; 305/30/19

★ ★ ★ ★ ★

991 Anniversary 2013-14

Exuberantly styled Carrera S with wide body and generous spec. Many styling cues inside and out taken from original 901. Powerkit only came as standard spec in US.

Production numbers	1,963
Issue featured	112
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	400hp @ 7,400rpm
Maximum torque	440Nm @ 5,600rpm
0-62mph	4.5sec
Top speed	188mph
Length	4,491mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	F 8.5x20-inch; 245/35/19
R	11x20-inch; 305/30/19

★ ★ ★ ★ ★

991.1 Carrera GTS 14-16

Big-spec GTS utilises wide body and a host of good options including Powerkit, PASM, Sport chrono, Sport exhaust to name a few, all for £7,000 more than Carrera S.

Production numbers	Unknown
Issue featured	121
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	430hp @ 7,500rpm
Maximum torque	440Nm @ 5,750rpm
0-62mph	4.0sec
Top speed	190mph
Length	4,491mm
Width	1,852mm
Weight	1,425kg
Wheels & tyres	F 9x20-inch; 245/35/19
R	11x20-inch; 305/30/19

★ ★ ★ ★ ★

991.1 C4 GTS 2014-2016

Almost the same as the C2 GTS, but with additional traction offered by four-wheel drive. As a result, performance times are altered slightly over its rear-driven variant.

Production numbers	Unknown
Issue featured	125
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	430hp @ 7,500rpm
Maximum torque	440Nm @ 5,750rpm
0-62mph	4.4sec
Top speed	188mph
Length	4,491mm
Width	1,852mm
Weight	1,470kg
Wheels & tyres	F 9x20-inch; 245/35/19
R	11x20-inch; 305/30/19

★ ★ ★ ★ ★

991.2 Carrera S 2015-

Shares Carrera's 3.0-litre turbocharged 9A2 engine, with revised turbos, exhaust and engine management to produce extra 50hp.

Production numbers	In production
Issue featured	132
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	420hp @ 6,500rpm
Maximum torque	500Nm @ 1,700-5,000rpm
0-62mph	3.9sec
Top speed	191mph
Length	4,499mm
Width	1,808mm
Weight	1,440kg
Wheels & tyres	F 8.5x20-inch; 245/35/19
R	11x20-inch; 305/30/19

★ ★ ★ ★ ★

991.2 Carrera 4 2016-

New 9A2 turbocharged engine fused with all-wheel-drive running gear, now electro-hydraulically controlled. Distinguishable by wider body and full-width rear brake light.

Production numbers	In production
Issue featured	133
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	370hp @ 6,500rpm
Maximum torque	450Nm @ 1,700-5,000rpm
0-62mph	4.1sec
Top speed	181mph
Length	4,499mm
Width	1,852mm
Weight	1,480kg
Wheels & tyres	F 8.5x19-inch; 235/40/19
R	11x19-inch; 295/35/19

★ ★ ★ ★ ★

991.2 Carrera 4S 2016-

As per C4 but using revised turbos, exhaust and engine management from C2S to produce extra 50hp. Faster 0-62mph than C2S for first time.

Production numbers	In production
Issue featured	137
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	420hp @ 6,500rpm
Maximum torque	500Nm @ 1,700-5,000rpm
0-62mph	3.8sec
Top speed	189mph
Length	4,499mm
Width	1,852mm
Weight	1,490kg
Wheels & tyres	F 8.5x20-inch; 245/35/19
R	11x20-inch; 305/30/19

★ ★ ★ ★ ★

991.2 Turbo 2016-

Revised 9A1 engine from 991.1, producing 540hp thanks to modified inlet ports in cylinder head, new injection nozzles and higher fuel pressure.

Production numbers	In production
Issue featured	135
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	540hp @ 6,400rpm
Maximum torque	710Nm @ 2,250-4,000rpm
0-62mph	3.1sec
Top speed	199mph
Length	4,507mm
Width	1,880mm
Weight	1,595kg
Wheels & tyres	F 9x20-inch; 245/35/19
R	11x20-inch; 305/30/19

★ ★ ★ ★ ★

991.2 Turbo S 2016-

As per 991.2 Turbo but with power boosted to 580hp thanks to new turbochargers with larger compressors. Fastest ever Porsche 911 from 0-62mph.

Production numbers	In production
Issue featured	145
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	580hp @ 6,750rpm
Maximum torque	750Nm @ 2,250-4,000rpm
0-62mph	2.9sec
Top speed	205mph
Length	4,507mm
Width	1,880mm
Weight	1,600kg
Wheels & tyres	F 9x20-inch; 245/35/19
R	11x20-inch; 305/30/19

★ ★ ★ ★ ★

991.2 Carrera 4 GTS 2017-

As 991.2 Carrera GTS but with PTM four-wheel drive electrically controlling drive between both axles (rear always driven). Identifiable from outside by red strip across rump.

Production numbers	In production
Issue featured	151
Engine capacity	4,000cc
Compression ratio	unknown
Maximum power	500hp @ 6,500rpm
Maximum torque	unknown
0-62mph	3.4sec
Top speed	198mph
Length	4,545mm
Width	1,852mm
Weight	1,430kg
Wheels & tyres	F 9x20-inch; 245/35/19
R	11x20-inch; 305/30/19

★ ★ ★ ★ ★

991.2 GT3 2017-

New 4.0-litre engine from 991.2 Cup car. Retains 9,000rpm redline; six-speed manual Sport transmission now a no-cost option. Revised airflow to front and rear.

Production numbers	222 (UK, est.)
Issue featured	150
Engine capacity	3,996cc
Compression ratio	13.3:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 6,000rpm
0-62mph	3.9sec (manual)
Top speed	199mph
Length	4,562mm
Width	1,852mm
Weight	1,413kg (manual)
Wheels & tyres	F 9x20-inch; 245/35/19
R	11x20-inch; 305/30/19

★ ★ ★ ★ ★

991 GT2 RS 2017

The fastest factory Porsche 911 of all time. Highly modified 991 Turbo S engine with sprayed intercoolers. Rear wheel drive, PDK only. New air inlets on front bonnet feeds air to brakes.

Production numbers	Not specified
Issue featured	155
Engine capacity	3,800cc
Compression ratio	Not specified
Maximum power	700hp
Maximum torque	750Nm
0-62mph	2.8sec
Top speed	212mph
Length	Not specified
Width	1,880mm
Weight	1,470kg
Wheels & tyres	F 9.5x20-inch; 265/35/19
R	12.5x21-inch; 325/30/19

★ ★ ★ ★ ★

991 Turbo S Exclusive Edition

The work of Porsche's Exclusive department, with extensive use of carbon on the bonnet, roof and side skirts. Power is hiked to 607hp. Turbo Aerokit standard.

Production numbers	500
Issue featured	155
Engine capacity	3,800cc
Compression ratio	Not specified
Maximum power	607hp
Maximum torque	750Nm @ 2,250-4,000rpm
0-62mph	2.9sec
Top speed	205mph
Length	4,507mm
Width	1,880mm
Weight	Not specified
Wheels & tyres	F 9x20-inch; 245/35/19
R	11x20-inch; 305/30/19





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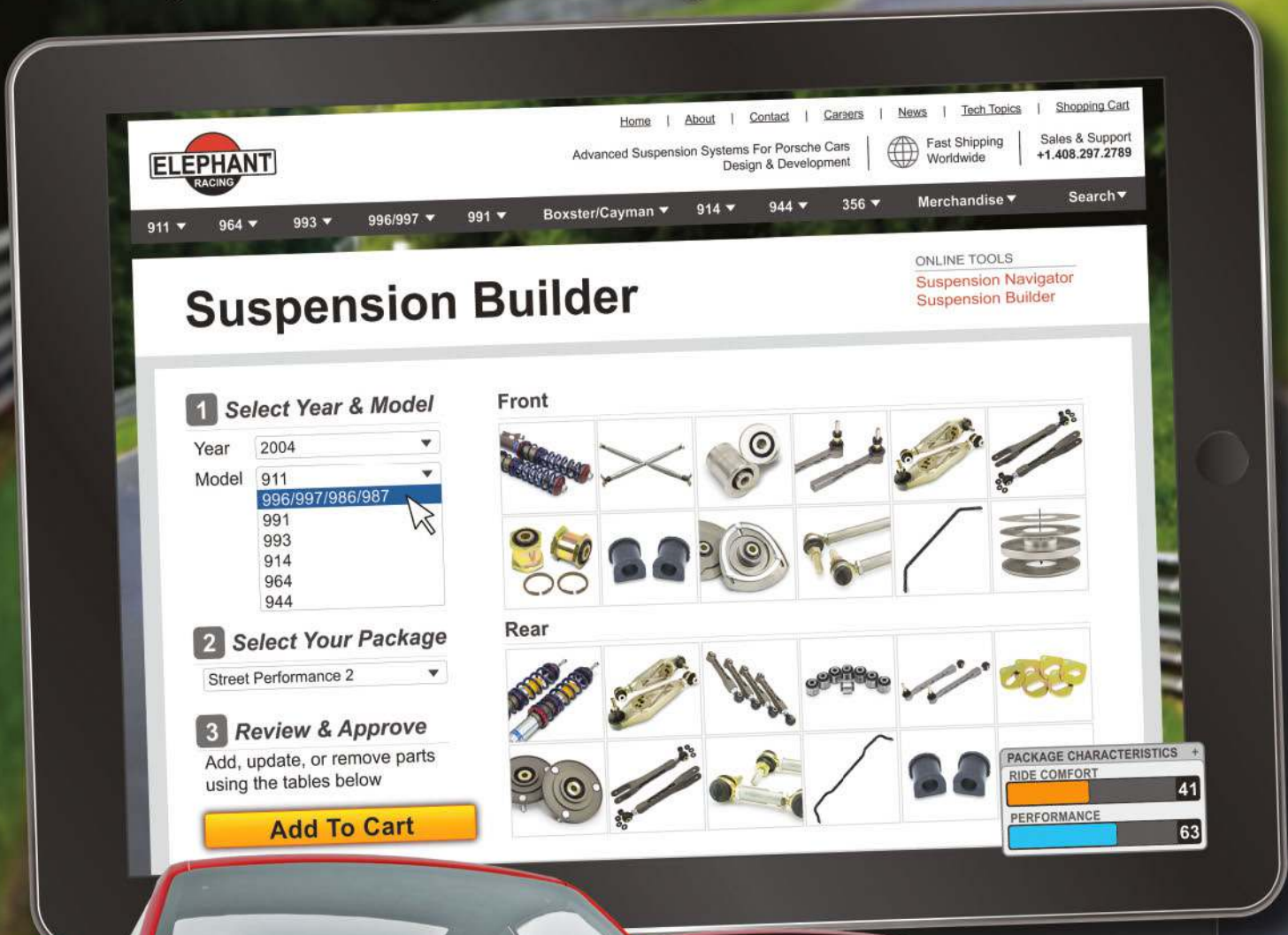
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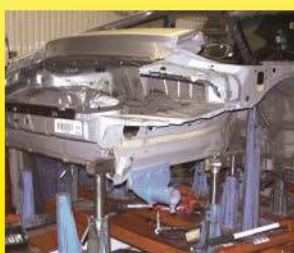


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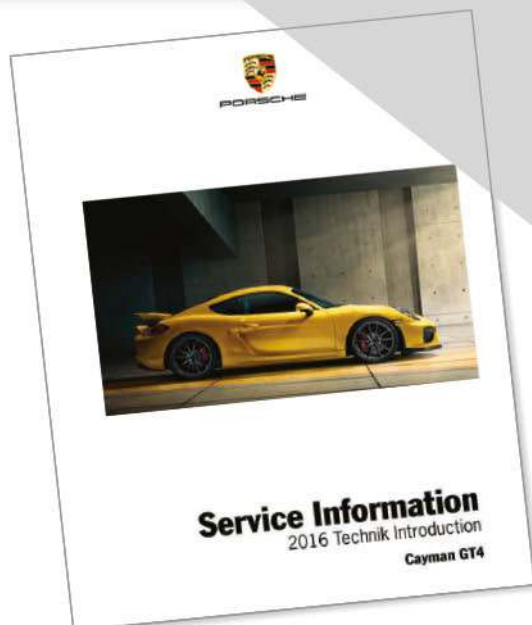
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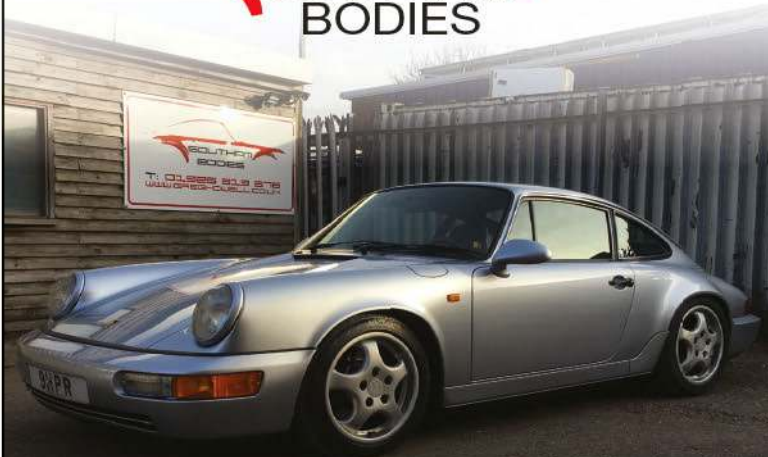
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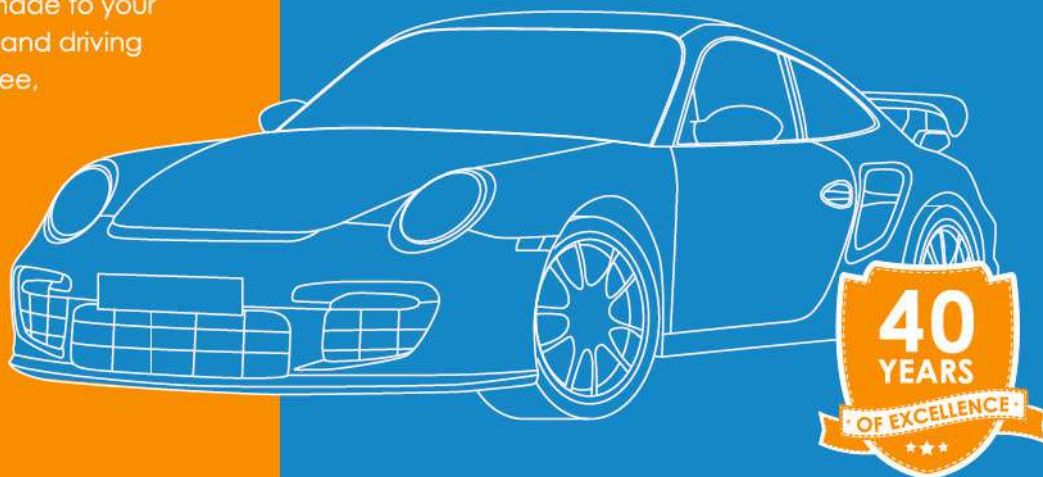
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# NEXT ISSUE

Issue 157 in shops and available for download from 6 September



## BARN FIND 2.4S DRIVEN

At the wheel of the world's most patina-laden long bonnet 911



## 930 3.0-LITRE HEAD TO HEAD

Early 930s are hard to find; we take a LHD and RHD example for a drive



## 100 GREATEST ROADS

Total 911 counts down the planet's 100 greatest driving roads



# Angeles Crest Highway, CA



© Ken Lund

**LOCATION:** San Gabriel mountains,  
Los Angeles

**COORDINATES:** 34.2880° N,  
117.6516° W



©2017 Google

**TOTAL LENGTH OF DRIVE:**  
66 miles

**POINTS OF INTEREST:**  
Viewpoints over the San Bernardino  
mountains, Stony Ridge Observatory, Mt  
Waterman ski area

**FOOD AND ACCOMMODATION:**  
Newcomb's Ranch  
+1 626-440-1001

With 66 miles of twists, Magnus Walker's favourite road offers one of the world's best driving experiences you can have in your Porsche

California is a state blessed with stunning driving roads. Perhaps blindsided by other famous roads in the area such as the PCH and Mulholland Drive, Angeles Crest Highway is arguably the more rewarding; its twists and turns are more flowing, its scenery more stunning. Despite being less than a half hour from the hustle and bustle of downtown LA, the route is strangely quiet of both sightseeing traffic and LAPD officers, who are preoccupied with watching for any driving misdemeanours over at Mulholland.

The road is fast and flowing for the majority of its 66 miles, pulling you to and fro as it snakes up the

mountainside out of LA, before heading inland into the thick of the Angeles National Forest; a road that offers a thrilling drive for any 911.

The road climbs to a peak summit of nearly 8,000-feet, though the route's best part is arguably between LA and the famous Newcomb's Ranch, at approximately 5,400-feet above sea level. The café is a popular stop-off for bikers and other motoring enthusiasts, so it's worth scheduling a stop here to check out the other metal, particularly on a weekend.

Being situated in southern California means splendid driving weather is virtually guaranteed nearly all year along the Angeles Crest Highway, though considerable

rainfall over recent winter months means the route is now punctuated by vibrant green shades from rejuvenated vegetation, making the views even better. As you would expect, there are numerous, spacious roadside stop-offs which offer panoramic views of the mountain range, should you wish to truly take in the stunning mountainous surroundings.

With little interference by way of traffic and police, the greatest hazard you'll hopefully not come across is sinkholes. That aside, you've got quite possibly the perfect road for any Porsche 911, as endorsed by Magnus Walker who is often seen frequenting the flowing bends of the 'ACH'. **911**



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## 1993 Porsche RS America-stock-08098

This striking 1993 Porsche RS America is available with matching numbers in its original special order color code #92E Polar Silver Metallic with black interior. It is equipped with a manual transmission, power windows, air conditioning, fire extinguisher and includes the spare tire and owner's manual. Previously owned by a PCA owner. Mechanically sound.

**For \$62,500**



### 1969 Porsche 911E Karmann Sunroof Coupe-stock-08494

The featured 1969 Porsche 911E Karmann Sunroof Coupe in red with tan interior comes equipped with a 5 speed manual transmission, factory sunroof, air-conditioning and Fuchs wheels. This is an excellent original car. Very presentable.

**For \$57,500**



### 1984 Porsche Carrera Targa-stock-08348

The featured 1984 Porsche Carrera Targa with matching numbers and 77,309 on the odometer is offered in this alluring color combination; the original Color Code #661 Slate Blue Metallic with tan interior. The vehicle has a clean CarFax and is equipped with a manual transmission, air conditioning, power windows and includes the spare tire. Excellent original car. Mechanically sound.

**For \$39,500**



### 1995 Porsche 993 Sunroof Coupe-stock-08248

The featured 1995 Porsche 993 Sunroof Coupe in its original color code Aventura Green Metallic with gray interior. A gorgeous color combination. True miles unknown. It's equipped with a 6-speed manual transmission, air conditioning, power windows, power steering, power seats, OEM stereo and includes the original owner's manual, spare tire, tool kit and air compressor. The car has been in single ownership since 1995. Mechanically sound.

**For \$39,500**



### 1990 Porsche 964 Cabriolet-stock-07651

The 1990 Porsche 964 Cabriolet shown here has 69,964 on the odometer and is available in Color Code #908 Grand Prix White with tan interior. It is equipped with a 5-speed manual transmission, air conditioning, power windows and includes the jack, spare tire and tool kit. Very clean and presentable. Mechanically sound.

**For \$32,500**



### 1973 Porsche 911T Targa-stock-08225

The featured 1973.5 Porsche 911T Targa with matching numbers is available in its original color code #936 silver metallic with black interior. It comes equipped with a manual transmission, Fuchs wheels and includes the spare tire and jack. Very clean and presentable. Mechanically sound.

**For \$49,500**



### 1972 Porsche 911E Sunroof Coupe-stock-07981

The specially featured 1972 Porsche 911E Sunroof Coupe with matching numbers is available in this gorgeous color combination of aubergine and a tan interior. It comes equipped with a manual transmission, electric sunroof, air conditioning, fog lights, one-year-only external oil filler door and includes the tool kit and spare tire. Previously owned by a PCA owner. Highly collectible. Mechanically sound.

**For \$59,500**



### 1983 Porsche 911SC Targa-stock-08224

The 1983 Porsche 911SC Targa is available with matching numbers in its original color code #661 Slate Blue Metallic with black interior. It is equipped with a manual transmission, power windows, air conditioning, Fuchs wheels and includes the spare tire and jack. Excellent original California car. Mechanically sound.

**For \$29,500**



### 1984 Porsche 930-stock-08480

The featured 1984 Porsche 930 shown here is available with matching numbers and has a Certificate of Authenticity and 89,857 on the odometer. It comes in its original Color Code #027 Guards Red with black interior and is equipped with a manual transmission, air conditioning, power windows, sunroof, updated wheels and includes the owner's manual, jack, spare tire and some miscellaneous parts. Very presentable. Mechanically sound.

**For \$67,500**



### 1989 Porsche Carrera Coupe-stock-08055

The featured 1989 Porsche Carrera Coupe with matching numbers is available in its original special order color code #378 Baltic Blue Metallic with tan interior. It is equipped with a manual transmission, air conditioning, power windows, power seats, sunroof, MOMO steering wheel and includes the original owner's handbook, jack and spare tire. Excellent original car in a desirable color combination. Mechanically sound.

**For \$36,500**



### 1970 Porsche 911T Coupe-stock-08325

This striking 1970 Porsche 911T Coupe featured here with matching numbers is available in its original color code #133 Bahia Red with black interior. It comes equipped with a manual transmission, OEM radio, solid wheels, spare tire, jack and includes the tool kit. Lots of potential. This is a great candidate for restoration and an excellent original car which has had the same owner since 1977. Mechanically sound.

**For \$49,500**



### 1989 Porsche Carrera Targa-stock-08318

The featured 1989 Porsche Carrera Targa shown here with matching numbers and 87,458 on the odometer is available in a grey metallic with light grey interior color combination. It has had lots of upgrades and comes equipped with a 5-speed G50 transmission, 310Z supercharger, new intercooler, cold air intake, high pressure fuel pump, high performance fuel lines, 2 piece upgraded turbo rims, air conditioning, power windows, MOMO steering wheel and 930 exhaust. It also includes 113,000 in recent service records which have been completed within the last year. This is an extremely presentable car and incredible value. Mechanically sound.

**For \$44,500**



### 1971 Porsche 911T Targa - Stock- 08441

The 1971 Porsche 911T Targa with matching numbers is available in this stunning color combination of lime green with black interior. It comes equipped with a manual transmission. An interesting car to fix as a daily driver or an excellent car to restore. Very desirable project car.

**For \$39,500**

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